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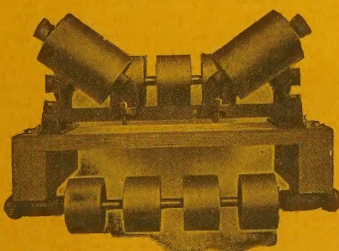
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McCaffrey's Sons Co., Daniel, hay, grain, mill feed.
McCague, R. S., grain, hay.*
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Nanson Commission Co., grain commission.*
Pendleton Grain Co., receivers & shippers.*
Picker & Beardsley Com. Co., grain & grass seed.*
Powell & O'Rourke, receivers, shippers.*
Roberts Grain Co., grain commission.

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Independent Grain Co., grain commission.
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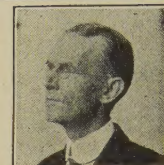
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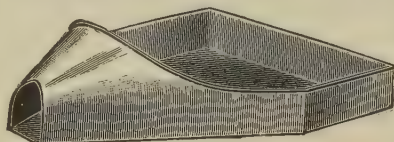
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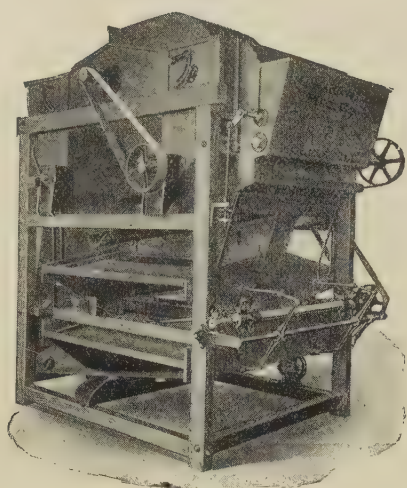
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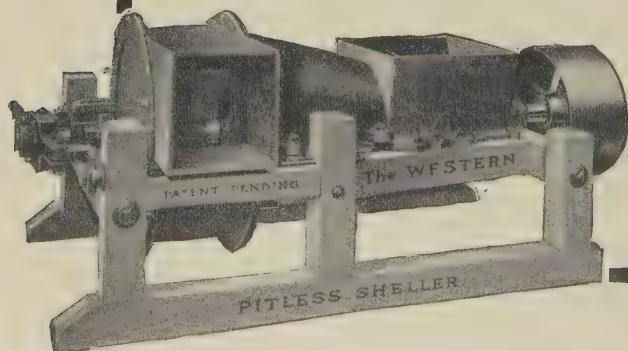
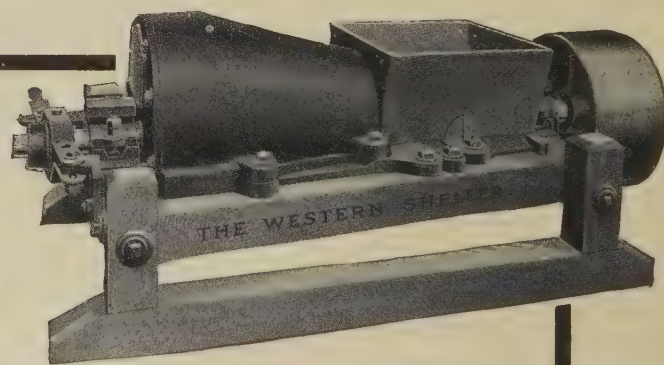
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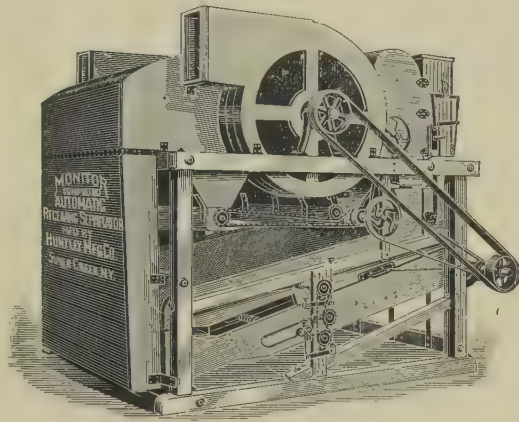


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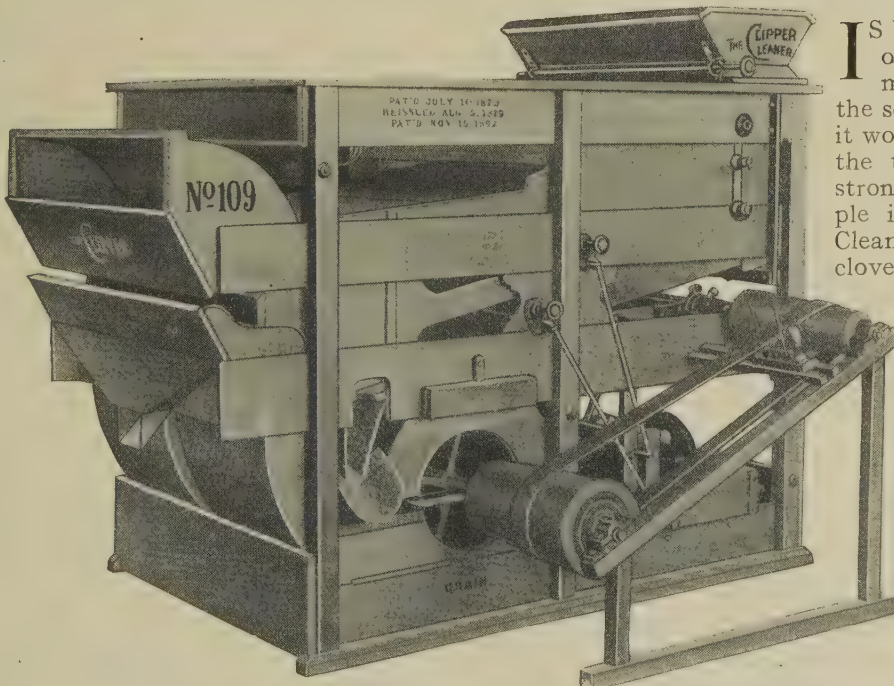
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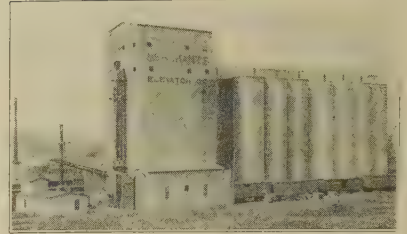
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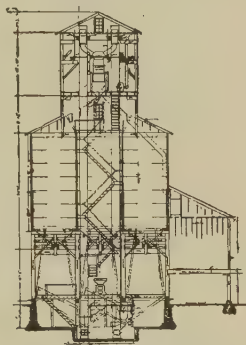


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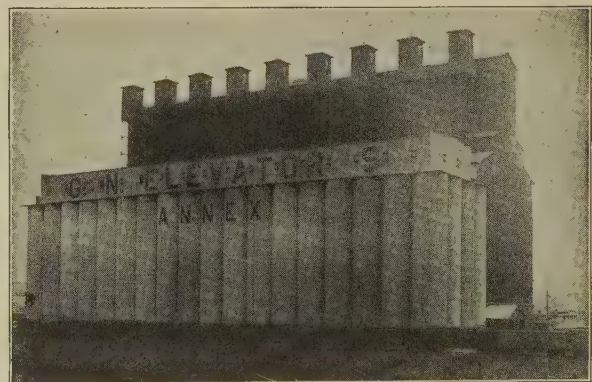
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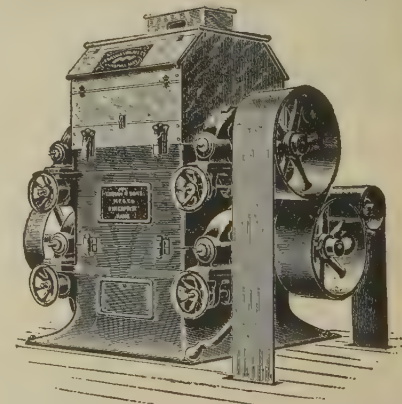
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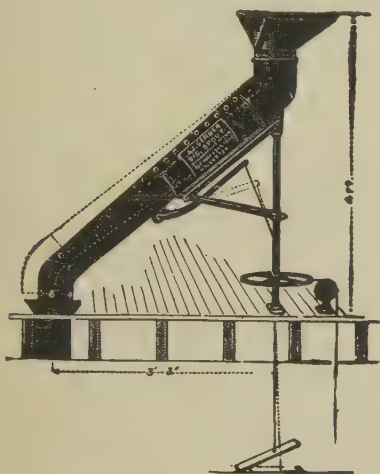


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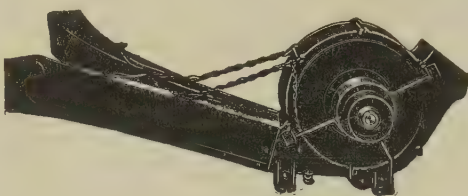
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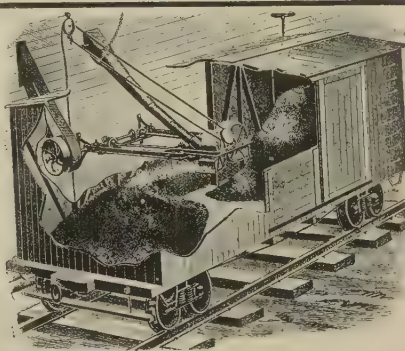
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It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

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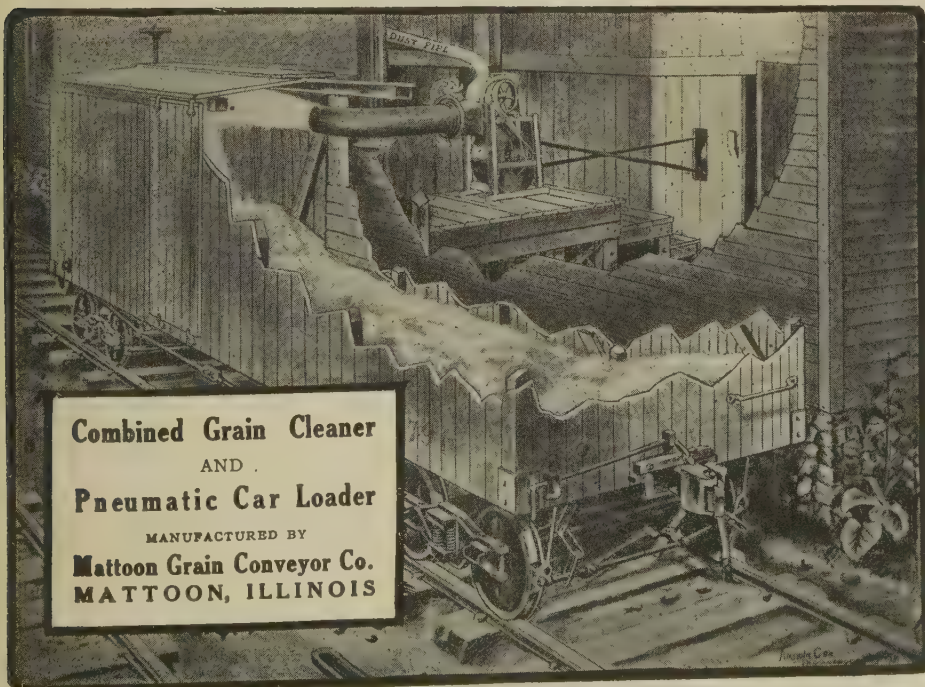
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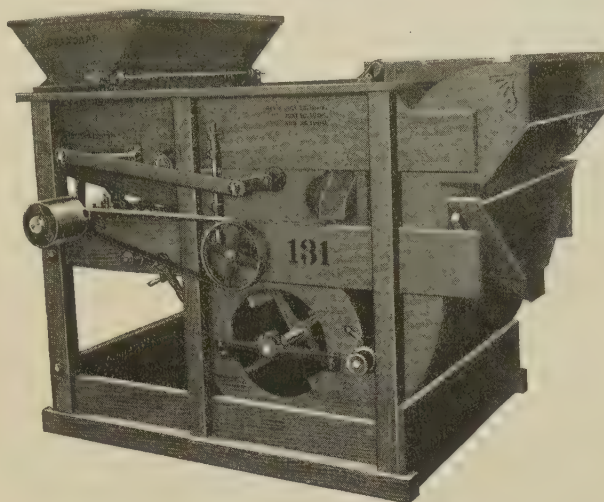
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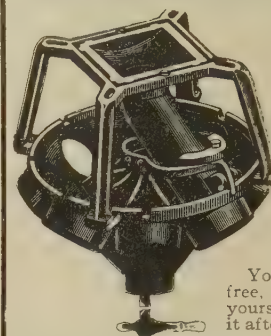
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Grain Dealers Journal,
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Write us for our Special
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DO IT NOW

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CYCLONE BLOW PIPE CO.

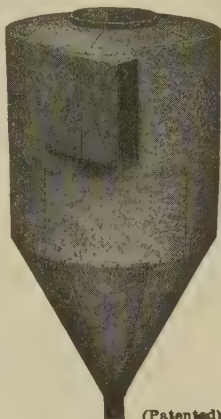
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Can be stopped at any floor.

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Easily installed by any ordinary mechanic and about as quickly put up as a piece of line shafting.

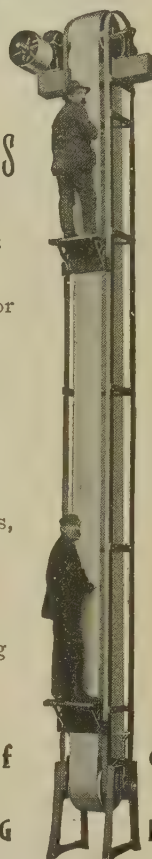
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These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

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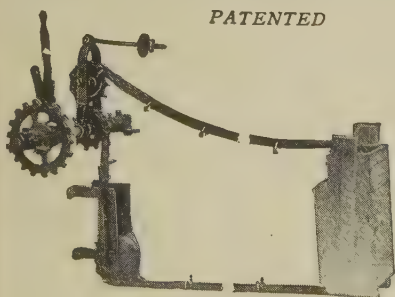
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Our Nineteen-Ten Sales ON OUR Grain Handling Machinery

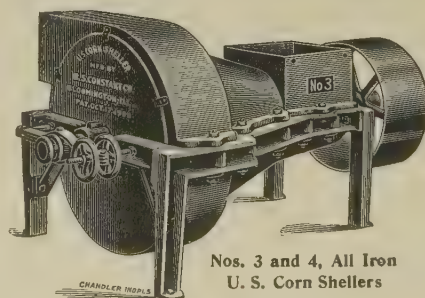
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As our nineteen-eleven machinery will be better than ever, we solicit your inquiries for all Elevator Supplies.

Any contractor will furnish our specialties if you will specify them. So don't forget.

Catalog No. 2 and our Expert's Services are yours free of charge.



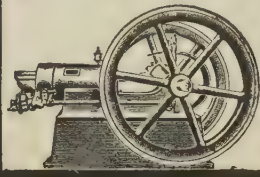
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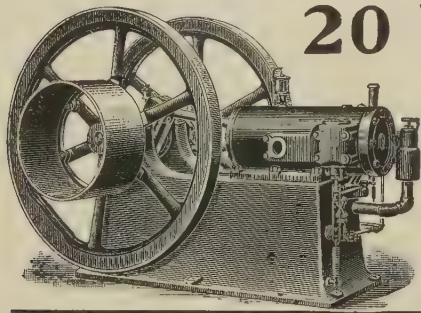
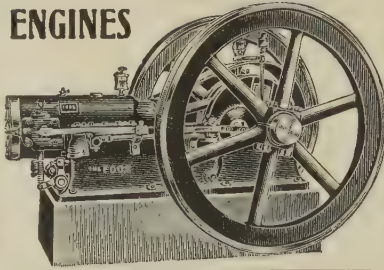
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For over twenty years we have been building Thompson-Lewis Gasoline Engines.

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These engines are built for long service. In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

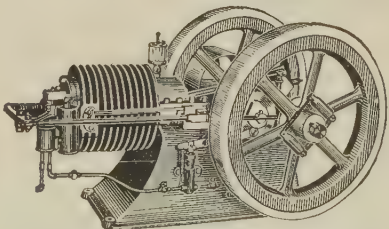
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SAVES GASOLINE—This engine runs on $\frac{1}{4}$ less gasoline than any other make. Let us prove it. Try one in your elevator for 30 days FREE. Cylinder is cooled without the use of fans or water, there is nothing to "freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names.

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If you are the first to apply for it

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Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

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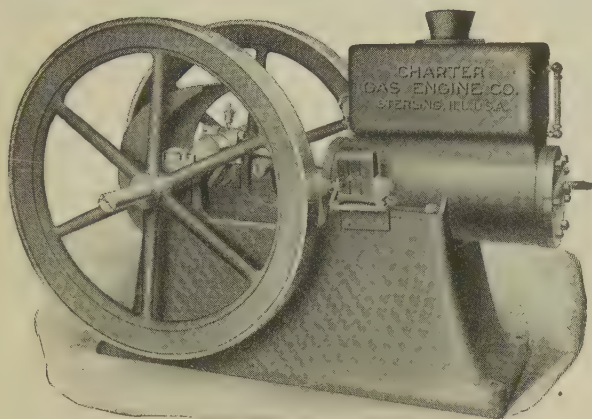
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Original Gasoline Engine of the World

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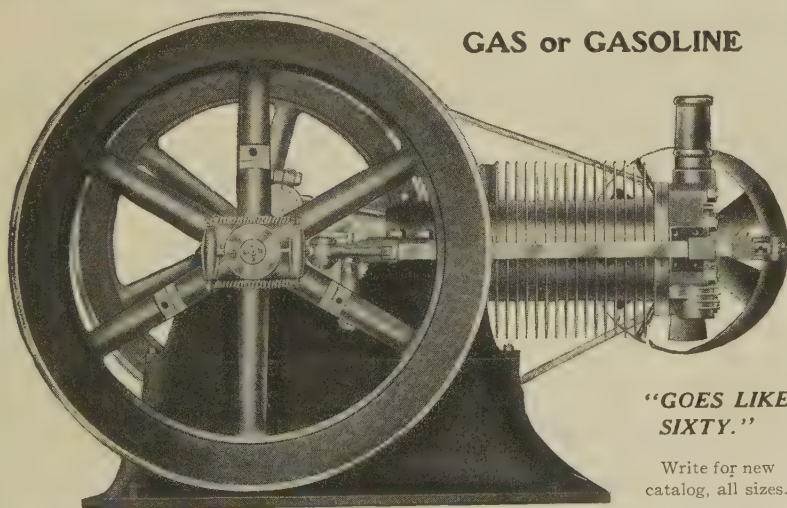
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Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Dratt; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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Form 44.

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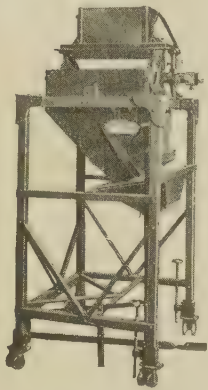
It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

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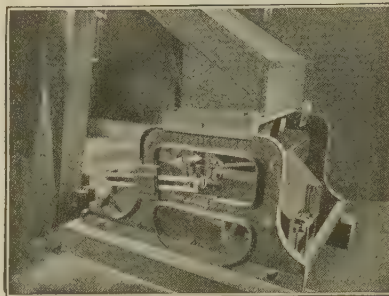
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FOLLOW THE LEAD OF
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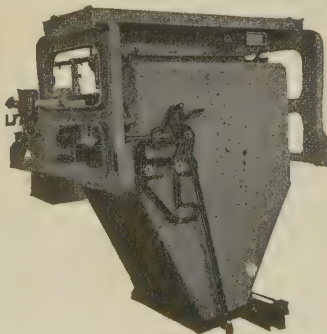
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is unexcelled and in a class by itself, being the standard by which others are judged. In other words, we are the recognized authorities on *automatic weighing*, and produce the machines that fill the bill.

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for he knows that Hess Dried Corn, dried with warm air and cooled with fresh air is best for shipping, best for milling, and best for storing. Equip your elevator now with a HESS DRIER and be ready for business. You will then not only be insured against loss but enabled to make a profit on out of conditioned grain which your competitor, having no drier, cannot handle.

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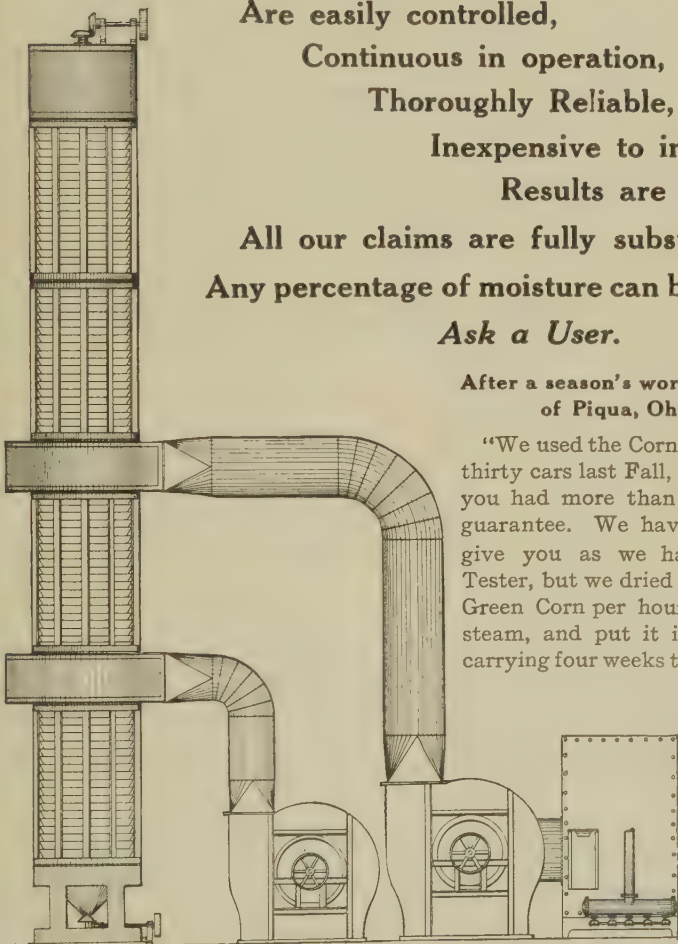
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After a season's work, C. N. Adlard,
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"We used the Corn Dryer on about thirty cars last Fall, and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 lbs. of steam, and put it in condition for carrying four weeks to New England.

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We would not be without the Dryer at any cost."



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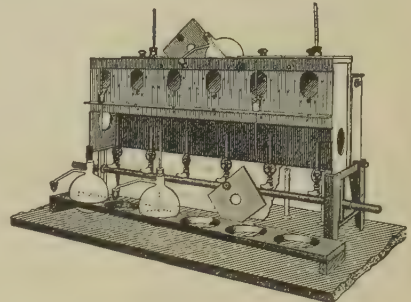
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For Accurate Determination of the Percentage of Moisture contained in Grain and Other Substances.

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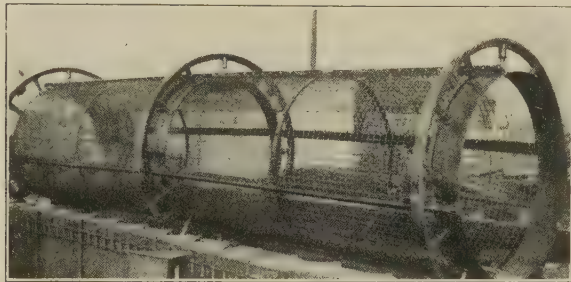
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6-inch Lump passes over this 36 ft. Shaker Screen.



6x3 Egg and 3x1 1/2 Nut pass through this 30 ft. Revolving Screen.

Screenings and impurities are taken out before the coal is loaded.
Write for delivered prices.

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COAL!**Lill-Robinson Quality**

is MORE than the standard; it is the best! When you buy

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you not only get the very best the market affords, but you get even more than this. You get

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This means that when you order coal from the "L-R" Company, you get "what you want when you want it," and if you have had much experience in buying coal you know what this means.

We are shippers of the very best coal from the following fields:

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Write us for delivered prices at your station.

LILL-ROBINSON COAL COMPANY

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IMMEDIATE SHIPMENT

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HARRISBURG COAL

DOMESTIC LUMP over a 6-in. Shaker Screen

DOMESTIC EGG through a 6-in. and over 3-in. Shaker Screen

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We Load Sealed Box Cars

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MACHINES FOR SALE. 1 No. 9 Monitor dustless double barley separator, 1 No. 8 Monitor special barley separator, 1 Rochester flax grain & seed cleaner, 2 No. 5 Clipper grain & seed cleaners, 2 double car unloaders, 1 car puller, 4 friction clutch pulleys, 2 distributing spouts, 1 flexible car loading spout, 6 day dust collectors and 1 fan, 6-500 bu. Fairbanks scales, 1 4 h. p. steam engine, 1 Worthington steam pump, 1 fire pump, 1 heater and purifier, 6 hopper tanks for elevator buckets, 4,000 very good elevator buckets, 1 26-inch rubber drive belt, 2 26-inch rubber conveyor belts, 2 24-inch rubber conveyor belts, 1 20-inch elevator belt, 300 perforated zinc sheets new and second hand, 300 small rope sheave guides. We guarantee all machines to be in good condition. Write for what you want and you will be surprised at our low prices. La Crosse Wrecking Co., La Crosse, Wis.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale): Largest stock in the world.

Separators—Big lot large and small capacities.

Feed Mills, 7x14 two pair high and 7x14 three pair high Nordyke & Marmon, 7x14 three pair high Richmond, 9x14 two pair high Allis, 9x24 two pair high Barnard & Leas, and 9x30 3 pair high Wolf.

Roller Mills, 9x30 Stevens single; 9x18; 9x24 and 9x30 Allis, Stevens, Barnard & Leas, Nordyke & Marmon, Case double and 300 more of various makes and sizes.

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FOR SALE—2 16 h. p. Lambert gas and gasoline engines. 1 No. 0 Barnard & Leas sheller and cleaner combined. 74 ft. elevator belt with 5x8 buckets. All as good as new. The Mull Grain Co., Manila, Ind.

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ONE 25 H.P. GAS or gasoline engine for sale at a sacrifice. Callahan make; good as new. Kingscreek Milling Co., Urbana, Ohio.

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15 H. P. WITTE gasoline engine for sale cheap, with tanks, piping, clutch pulley, etc. Independent Electric Machinery Co., Kansas City, Mo.

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BEFORE YOU BUY, let us know what your power requirements are as we are sure to have just what you want in our stock of slightly used high grade gasoline engines. Gas Power Engineering Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

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REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Wheelock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

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FAIRBANKS AUTOMATIC SCALE for sale. Capacity 1,250 bus. per hour. Perfect condition. Howe Elevator Co., Howe, Nebr.

ONE FAIRBANKS 44 ft. track scale for sale. Type registering beam, in good condition. For further particulars address Standard Cereal Co., Chillicothe, Ohio.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

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NORTH DAKOTA. A good 30,000 bu. capacity elevator for sale in southeastern N. D. House modern and in good repair; station handles 300,000 bus. per year. Only two other elevators. Address R. I. M., Box 1, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA grain and coal business for sale. Best County in Okla. Fine wheat belt. Almost new 16,000 bu. elevator, modern with cleaner, 12 h. p. engine. Only coal business in 7 miles. \$6,000 cash, no trade. Address K. & H., Manchester, Okla.

FOR SALE AT A SACRIFICE. 3 elevators on the Santa Fe between Chicago and Ft. Madison. The one doing the best business will be sold separately if desired. Here is a fine chance for a grain man. Address Sacrifice, Box 1, Grain Dealers Journal, Chicago, Ill.

SMALL ELEVATOR, coal and cement block business for sale. Buildings new and complete; 35 h. p. gasoline engine, 5 stands of elevators, meal and feed mills. Location splendid. Price right. Full particulars upon application. Address W. H. Allenbaugh, Greenup, Ill.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House on good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN ALLEN COUNTY, OHIO, for sale. Capacity 16,000, good shipping for grain, hay and seed, handling 150 cars of grain annually; coal sheds in connection. Practically new elevator and equipped with up to date machinery. Good reasons for selling. Will give possession at once. Address Allen, Box 10, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA ELEVATOR for sale. Good as new. Handles from 75 to 100 cars of grain a year. Also salt, cement and good coal business handling from 60 to 80 cars of coal yearly. Good feed grinder. No competition; in a good town of about 750 population and good farming country. Will sell right. For further information inquire of T. J. Connell, Milton, Ind.

ELEVATORS FOR SALE.

POTTER, ATCHISON CO., KANSAS. 12,000 bu. capacity grain elevator for sale. Address Farmers Elevator Co., Potter, Kansas.

EMERSON, IOWA. 30,000 bus. capacity cribbed elevator and ice plant for sale. Both doing a good business. No trades considered. Address J. W. Crawford, Emerson, Iowa.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, Grain Dealers Journal, Chicago.

SOUTH DAKOTA. New cribbed elevator for sale in Bonhomme Co., S. D., at a reasonable price. Might trade for clear piece of land in S. D. Good business and good reasons for selling. Address Bonhomme, Box 12, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, elevators and storage aggregating 65,000 bu. located at three best points on the O. C. R. R. Country new and fast developing. Doing good business in corn now. Price \$8,000. Good terms if desired. Address G. F. B., No. 104 Exge. Bldg., Kansas City, Mo.

WESTERN OHIO corn belt elevator for sale. Favorably located, doing a very profitable business in grain, hay, seed and coal. An excellent town of 1000, two trunk line railroads; plant is good as new and modern. A bargain for you if you will write today. Address Buckeye, Box 11, Grain Dealers Journal, Chicago, Ill.

MISSOURI. Elevator for sale in grain belt of Mo. on Wabash R. R. 90 miles east of Kansas City. Flour, feed and meal business in connection. No competition. Good business. Machinery all new. Price reasonable, terms easy. Poor health cause of selling. Address K. E. Y., Box 6, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. For sale 10,000 bu. cribbed elevator handling 200 M bu. grain annually, together with coal, lumber, tile, hay and other paying lines. 7 h.p. Charter gas engine. No competition. Have good reasons for selling. If you want something first class this is it. Address N. N. E., Box 11, Grain Dealers Journal, Chicago, Ill.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

OHIO. For sale a good, new, modernly equipped grain elevator located in a small town, population 500, on a western Ohio traction line, which has connection with three of the best equipped steam roads in western Ohio. Any amount of cars at any time. Excellent freight facilities. Elevator capacity 6,000 bu.; in excellent grain section; large territory; good business; elevator handling 100,000 bu. annually; new 20 h. p. gas engine; natural gas for light, heat and power; no competition. Also an extensive coal trade, and new coal sheds. Fine opportunity. Reasonable rates if quick sale. Reason for selling, have other interests. For further information address Opportunity, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO ELEVATORS of 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

NORTHEAST KANSAS. Good elevator for sale. Doing good business; good competition. Address F. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO. Will sell 30,000 bu. capacity elevator; flour room 20x40; coal shed 90 ft. long; new gas engine. Will sell for \$9,000. Address A. N. K., Box 11, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. For sale elevator doing good profitable business. Investigate. No trade. Unless you are cash buyer, don't answer. Address K. S. S., Box 1, Grain Dealers Journal, Chicago, Ill.

SOUTHERN OHIO. For sale an elevator of 25,000 capacity. Handling from 165,000 to 200,000 bus. of grain per year. The only elevator within a radius of 10 miles. In the finest agricultural country in So. Ohio. Will sell cheap. For further particulars address C. G. Williamson, No. 503 Mercantile Library Bldg., Cincinnati, Ohio.

OHIO. 6,000 bu. capacity elevator on T. & O. C. Ry. Good farming section. New and up to date; 12 h. p. St. Marys engine. No. 4 Monitor cleaner, 1,000 bu. Avery automatic scale, wagon scale, platform scales and all equipments. Coal sheds. Do a good seed business and also handle flour, feed, fence posts. No competition. Price \$2,500. Possession given at once, owners wishing to retire from the grain business. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Ill.

KANSAS. For quick sale 10,000 bu. capacity grain elevator. Two large cement dumps, ear corn or threshed grain, fine sheller, cleaners, grinder, gas engine and everything necessary for successful handling of all kinds of grain; gravity lead to sheller. Is doing heavy business and in excellent condition. Owner did more than \$160,000 worth of business last year and cleared more than \$5,000 net. Best location in Kansas, being in Sumner Co. Best grain section in the west. Price \$6,500 cash for quick sale. Could give terms on part. Address F. L. D., Box 7, Grain Dealers Journal, Chicago.

NORTH DAKOTA. Elevators and farms for sale. Best business opportunities ever offered in this line. One elevator in a Red River Valley town; it is in one of the best grain towns in the state of N. D.; station handles from 500,000 to 950,000 annually. Six elevators at station; this house handled 140,000 last year; capacity 40,000; two dumps, two sets scales in elevator; one outside coal scale beam in office of elevator; very convenient coal sheds; we handle from 600 to 1,000 tons coal annually. Elevator and coal sheds on about half acre lot; residence and good well water on same property. An ideal property for man to operate personally; good location, good schools, splendid territory tributary to point. Have four other elevators that will sell. One located in Bottineau County where natural gas fields have been discovered. Elevator 30,000 capacity. 210 acres land joining town and within 200 ft. of elevator; farm has residence, barn and good well; is an ideal lay out for man who wishes to farm and run an elevator. Residence is 30 rods from elevator. One located in Ramsey County, elevator 30,000 capacity, have 160 acres land within quarter of mile of elevator. Earnings of farm has paid elevator agents salary for past three years; fine chance for man to operate farm and elevator together; elevator good paying proposition. One located in another town in Ramsey County with half section land two miles from elevator; good business. Also have quarter section land Cass Co., N. D., quarter sec. Grand Forks County, N. D., and two half section farms located within three miles of good town. Land all under cultivation. Write C. E. Burgess, Devils Lake, N. D.

ELEVATORS FOR SALE.

INDIANA. Grain elevator and large hay warehouse for sale. Good margins. First class location. Easy terms. Address The Raymond P. Lipe Co., Toledo, Ohio.

WISCONSIN. 20,000 bu. capacity elevator for sale. Also hay and grain, flour and feed store in town of 10,000 inhabitants. Stand full investigation. Address N. I. C., Box 1, Grain Dealers Journal, Chicago, Ill.

TO CLOSE OUT AN ESTATE.

For sale elevators at Buffalo and Wood Lake, Minn., also Groton, S. D. Will sell to the highest bidder. Apply to Geo. F. Metcalfe, 1021 Chamber of Commerce, Minneapolis, Minn.

ELEVATOR, URBANA, ILL., in the shadow of the great university of Ill. Concrete foundation, cribbed bins, iron clad, cleaner, hopper scale, grain loader, concrete office, coal bins. Address Urbana, Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. One of the best grain and coal businesses on Ill. Cent. Ry. operating two gasoline elevators in the best of repair; business 500,000 bus. best of competition, none at one station, fine location, also must sell with the business fine modern 8 room home in excellent repair in town of 600. Business profitable, reason ill health. \$25,000. Fine opportunity. Will bear closest inspection. Address H. E. M., Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED ELEVATORS. If you have an elevator for sale or trade, address Box 52, Independence, Iowa.

WANTED TO BUY ELEVATOR. Give full information in first letter. Address W. A. Meloy, Metamora, Ind.

WANTED—First class Okla., Kans., Nebr. or Mo. money making elevator in good town. Address N. O. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY for cash elevator in corn belt. Also have Oklahoma land and city property to exchange for elevator. Address Cash, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO. For exchange, fine business, room and dwelling, 1200 West Broad St. Columbus, O., for elevator and coal business in central or western Ohio. Address Howard Townsend, Irwin, Ohio.

FOR TRADE MODERN RESIDENCE in city of 5,000 for mill, elevator or coal yard in town of 1,500 or more in Indiana. Good trade for someone retiring from business. Address S. E. A., Box 1, Grain Dealers' Journal, Chicago, Ill.

ELEVATORS WANTED. A line of elevators suitable for general line of grain. Will lease with privilege of purchase or buy outright. Prefer those located in Central or Northeastern Indiana or Northwestern Ohio. Do not care if they are small capacity. Address Eastern, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

J. D. CHANCELLOR, Fowler, Ind. I have a fine line of elevators for sale in Benton Co., Ind., at prices from \$8,000 up to \$40,000 and every one a money maker. Let me hear from you.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

KANSAS CITY MILL & ELEVATOR brokers. We also deal in land and merchandise and all kinds of business propositions. We have parties wanting to buy or trade in all lines of business. List with us what you have and what you want and we will get you a deal, as we have a big list to select from in all parts of the United States. Address W. E. Hagenmaster & Co., Orient Hotel, Kansas City, Mo.

BUSINESS OPPORTUNITIES.

GOOD FLOUR AND FEED business for sale. Terms reasonable. Box 135, Maryland, N. Y.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

WILL PAY CASH for money making grain and coal business in live town of 2,000 or more population. Give full description in first letter. Address H. S., Box 1, Grain Dealers Journal, Chicago, Ill.

IOWA. On account of failing health I will sell my grain, coal, flour and feed business. City of good schools and churches. New elevator, work for four men. Will bear investigation. Address A. A., Box 10, Grain Dealers Journal, Chicago, Ill.

ALABAMA. Want to retire and will sell large grain business, established for ten years. Most convenient warehouses and best location in city. Will lease or sell property. Located at Birmingham, Ala., the fastest growing city in the U. S. Population 1900, 38,415; 1910, 132,685; per cent of growth 245.4. Address Box 757, Birmingham, Ala.

MILLS FOR SALE.

GOOD 300 TO 400 BBL. MILL for sale or exchange. Address Box 52, Independence, Iowa.

PENNSYLVANIA. Mill, grain and feed business for sale. Well located near Pittsburgh. Business per year will total about \$100,000. For particulars inquire of Nelson Weddie, West Newton, Pa.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43% protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Memphis, Tenn.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA AND PRAIRIE HAY, carload lots. Lowest prices. Orders promptly filled. E. R. Boynton Hay Co., Kansas City, Mo.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

STRAW FOR SALE.

SIXTY TONS of good pressed rye straw for sale. Gust Thoma, Perham, Minn.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

BUCKWHEAT FOR SALE.

Buckwheat flour
Buckwheat groats

For sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

SITUATIONS WANTED.

SITUATION WANTED as flour packer. 7 years experience. Write or wire Earl Smith, Clifton, Texas.

YOUNG MAN having experience in grain business desires position, preferably in the west. Address West, Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

MANAGER of elevator and coal yard wants position. Experienced; age 42, married. Am the right man for the right place. Address A. E. L., Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

SITUATION WANTED as traveling solicitor for some Chicago grain commission firm. Had practical experience; established trade central Ill. and Iowa. Reference and information furnished. Address J. S., Box 1, Grain Dealers Journal, Chicago, Ill.

WANT POSITION with good grain firm in St. Louis, Chicago or Kansas City. Have had seven years experience and want to learn more about the business. Am acquainted in southern Kans. and northern Okla. with the grain trade. Address K. R. E., Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS MANAGER or grain buyer. Have had experience both in the wholesale and retail of grain seed, flour, feed and coal. Am at present employed but wish position where there is chance for advancement. Reference given. Address Buyer, Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER drawing \$100 per month from a Farmers Elevator in central Kansas handling 300,000 bu. of wheat this year, wants the offer of a better paying position. Has thorough knowledge of office work, elevator machinery and Kansas milling trade. Cannot leave present position before Feb. 1st, 1911. Address W. S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

COMPETENT MEN TO HANDLE combination grain and lumber stations in Iowa. Apply with references to Neola Elevator Company, 205 La Salle St., Chicago, Ill.

ACCOUNTANTS WANTED—We wish to engage the services of a bonded accountant who makes a specialty of auditing grain and mill accounts. Address Oklahoma, Box 1, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANT AN ENERGETIC MAN as partner in grain, hardware, lumber and coal, with a capital of \$5,000 or \$6,000. Am situated in a fine locality but need a good helper; one that is not afraid of work and knows how to rustle. None but those that mean business need answer. No one will be accepted that is not strictly temperate. Address P. O. Box No. 11, Dalton, Kansas.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

CANE SEED. 3,000 bu. amber and orange cane seed (new crop) for sale. Write or wire for sample and price. Fairchild Bros. Endicott, Nebr.

SUNFLOWER, CANESEED, KAFFIR corn, milo maize, buckwheat, bran and middlings wanted. Send samples. V. E. Herter, Dayton, Ohio.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

SEEDS FOR SALE.

FOR SALE GERMAN MILLET our specialty and we are now ready for business on the new crop. Correspondence solicited. D. H. Clark, Galt, Mo.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

CORN. We have an abundance of good 3 yellow and mixed shelled corn for shipment to country points, and some ear corn. Can ship on any road. Write, wire or 'phone us and will quote you delivered prices. Gilchrist & Co., McGregor, Iowa.

SEEDS FOR SALE.

MEDIUM RED CLOVER SEED for sale. 1 bag to 200. J. W. Richards, Ferris, Ill.

CHOICE MAMMOTH CLOVER. Prices and samples on request. The Seymour-Snyder Co., Kenton, Ohio.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

SEED CORN for sale. Local or car lots, also oats, millet, cane seed and kaffir corn. Will mix car lots if desired. Let us know your wants. Varieties of corn, Reid's yellow dent, Golden Beauty, Iowa Gold Mine Improved Leaming, Boone Co. white, St. Charles white, Iowa Silver Mine, Bloody Butcher, Calico and squash corn. Hayes Produce Co., Topeka, Kansas.

Free Seeds from Washington

The man who never gets a franked envelope from Washington misses much; especially if he misses what we got in our prize package. What do you guess? Two of the nicest little packets of strap-leaved, purple-top turnip seeds, two of ox-horn carrots, and two of short-horn radish seed; and two of flat Dutch cabbage seed! Eight packets, all for nothing!

My goodness! said I, what have poor little I done that the great Honorable Glittering Generalities M. C., should remember me away off here in this lone land. Congressman Glittering Generalities doesn't know me from a Sioux Indian, at least not from an enfranchised Sioux. All that this means is that election time is coming and this is vote seed the congressman is planting. Two years ago he had his private secretary make out a list of the voters in his district and file it with the Free Seed Bureau of the Political Promotion section of the Interior Department. In order to set this list working he probably went a few days ago to the phone, and calling up the head clerk in the seed bin, said, "Hello! Sav, this is Generalities of the Second District, State of Have you sent those squash seeds to my Cornassel constituency yet? No? Well, get them out this week sure! Very important! What do you smoke? Good! So do I. It's a box for you if you hustle. So long!"

* * *

That, my son, is the length and breadth of the love of Old Generalities for your poor pa. He loves me en masse once in two years. His sweet memories of me are card catalogued and the catalogue handed to his private secretary. "Did he buy the seeds?" asked Little Boy. "No, my son. They are just a spoonful dipped by a government girl clerk from a bin of swept-up job-lot stuff that some contractor has picked up for a few cents and sold to Uncle Sam for many dollars. No self-respecting farmer will give garden-room to this truck. They have asked the government to stop this free seed foolishness, but bad congressmen hang on to it like a cat to a fishbone. They know that there are yet a few kitchen garden voters who will vote for the congressman who throws them a little chick feed. It is just a frazzled remnant of boodle government, that's all. The devil dies hard in politics."—Sharpshooter in *Commercial West*.

The Insecticide Act.

The insecticide act of 1910 became effective Jan. 1, 1911. Under the regulations prepared by the government samples of insecticides and fungicides are to be collected by purchase by agents of the United States Department of Agriculture, and analyzed or examined by such chemist or examiner as the Secretary of Agriculture may designate. If a sample then appears to be adulterated or misbranded, a private hearing before the Secretary or his representative will be given.

Any insecticide or fungicide is misbranded if the label bear any statement, design, or device that is false or misleading in any particular, either as to the character of the article or as to the place of manufacture. And the term "label" is defined so as to include any circulars, etc., that are packed with the article or referred to either on the label or on the circulars accompanying the article. If the contents are stated in terms of weight or measure, they must be correctly stated. If an insecticide or fungicide (other than Paris green or lead arsenate) contains arsenic in any form, the total amount of arsenic and the amount of water-soluble arsenic must each be stated on the label. The amount of inert substances (often called "filler") must also be stated.

If the name of the manufacturer is given on the label, it must be the actual manufacturer; if the name given is not that of the actual manufacturer, the phrase "packed for . . .," "distributed by . . ." or some equivalent phrase, must be used with the name.

The dealer may relieve himself of responsibility by securing from the wholesaler or from the manufacturer a guaranty that the article is not "adulterated or misbranded within the meaning of the Insecticide Act of 1910." This places the responsibility upon the guarantor. The wholesaler or manufacturer may file with the Secretary of Agriculture a general guaranty covering every package of a particular kind of article.

"That old codger seems to be quite independent," remarked the traveling man.

"By heck!" exclaimed the village wit, "it's no wonder. He op'rated a mighty successful corner in wheat last summer."

"What?"

"Fact. That corner lot o' his'n yander yielded 1,200 bushels."

The Ear Corn Seed Co. has been organized at Mason City, Ill., with L. K. Elsberry as manager.

Ethel—Can you tell me what are "puts" and "calls"?

Jennie—All I know is that whenever Willie Wood calls on me father puts him out.

Western brome grass, *Bromus marginatus*, is one of the best range grasses of the West, extending to Montana and Wyoming. It has been favorably mentioned by nearly all of the western experiment stations, but as yet the seed is not sold on the market.

Sudan grass is a close relative of Johnson grass, but lacks entirely the rootstocks which make Johnson grass so objectionable as a weed. Sudan grass is a true bunch-grass, after the manner of timothy, and is just as easily handled. It grows taller than ordinary Johnson grass, is very leafy, and produces splendid crops of seed. Depending on the rainfall, it can be cut from two to three times in a season.—James Wilson, sec'y Department of Agriculture.

During the month of November 310 samples of seeds were tested in the Ottawa laboratory of which 223 were grass and clover seeds. Forty per cent of the red clover seed, ten per cent of the alsike seed, 58 per cent of the timothy seed and 53 per cent of the alfalfa seed so tested graded No. 1 under the Seed Control Act. In all, 198 samples were tested during the same period at the Calgary seed laboratory. These consisted of germination tests of cereal grains, field roots and vegetable seeds.—Geo. H. Clark, Seed Commissioner of Canada.

Rhodes grass, while not entirely a new grass, has been heretofore tested mainly in the arid regions, where it is not sufficiently hardy to withstand the winters. The experience of the last three years has shown that this grass is especially adapted to the Gulf Coast region, particularly to Florida and southern Texas, where it not only withstands the winter, but grows continuously. In southern Florida three cuttings have been made during the winter months, and as many as six during the entire season. This grass has fine, upright stems and good seed habits, so there is no reason why it may not be employed as extensively as a meadow grass in the region to which it is adapted as timothy is in the North.—James Wilson, sec'y Department of Agriculture.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

SEED CORN. Robert's improved Reids yellow dent. You have heard of this high yielding prize winner before—the highest yielding yellow corn in the world's class of 1909; write for free book explaining how it is raised giving full particulars, prices, etc. Other varieties also. E. D. Roberts, Route No. 1, Red Oak, Iowa.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments solicited. Send us your samples. "Ask for samples of Medium Clover Seed."

TOLEDO, OHIO

G. S. MANN

SEED BROKER

715 Postal Telegraph Bldg., Chicago, Ill.

Lawn Grass—Full line red top, blue grasses, white clover and imported grasses for lawn mixtures. **RED CLOVER**—Have buyers for several cars fancy grades. Mail 2-oz. samples and quote.

Red Clover, Timothy, Alsike, Mixed Alsike and Timothy.

BUY OR SELL. Send samples stating quantity

THE ADAMS SEED CO.

Decorah, Iowa

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

MINNEAPOLIS SEED CO.

Minneapolis, Minn.



SEEDS

Comply with all State Laws

SEEDS WANTED.

MILLET SEED WANTED. Send large samples and quote lowest delivered car lot prices. Geo. W. Hill & Co., Nashville, Tenn.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

WE ARE IN THE MARKET for clover seed tailings, screenings, low grade seed and buckhorn seed. Send good fair sample of same which shall have our prompt attention. J. M. King & Son, North Vernon, Ind.

WE WANT CLOVER

Timothy, etc. Send samples, stating quantity. THE ADAMS SEED CO., Box 9, DECORAH, IOWA

Garton's Black Victor Oats

American Grown. Purity—Quality—Breeding—Heavy Yielder—Superior Feeding

LaPorte City, Ia., Aug. 30, 1910.

Your Garton's Victor is great.—Fine straw and yielded 82½ bu. of 40-lb. oats.

E. O. Haymond & Son.

Garton Cooper Seed Co., 3515 S Morgan St., Chicago, Ill.

*To Buy Kaffir Corn
& Milo Maize
Write to
B. C. Christopher & Co.
Kansas City Mo*

SEEDS WANTED.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M.G. Madson Seed Co., Manitowoc, Wis.

WE ARE large handlers of Santa Fe cane seed and millet seed. Quote us. McGregor Mfg. & Gr. Co., McGregor, Tex.

Clover SEED WANTED. Any quality or condition. Buckhorn lots a specialty. Send samples with price to C. C. Norton Sons, Greenfield, Ohio.

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed by

J. E. FARRINGTON SEED HOUSE

Chickasha, Oklahoma

CLOVERS **CLIMAX SUPERFINE BRAND.** GRASSES

W. H. Small and Company

SEEDSMEN

Also RECEIVERS and SHIPPERS OF GRAIN and HAY
EVANSVILLE, INDIANA

CLOVERS **ELIPSE BRAND.** GRASSES

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Buds, etc.
MINNEAPOLIS, MINN.

J. G. PEPPARD SEEDS

BUYS AND SELL

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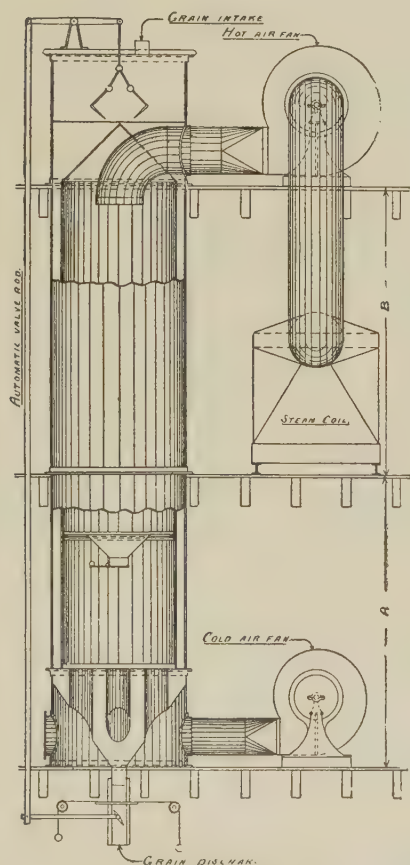
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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JANUARY 10, 1911.

COUNTRY SHIPPERS who consign their grain to large feeders in central markets must not be disappointed if the receivers of those markets solicit shipments from scoopers at their station.

ANY TERMINAL market which will maintain an out-inspection at variance with an in-inspection is sure to lose business, as neither buyers nor sellers will stand for such discrimination if they learn of it.

THE GOVERNMENT'S report on the wheat production of Minnesota—94,000,000 bus.—is being denounced as impossible by many eminent authorities who are familiar with Northwestern conditions, and as usual there is not much confidence in the government's figures. Too much free seed and not enuf crop reporters.

SCARCITY of cars is making serious trouble for many wud-be shippers and no doubt all will feel the parsimony of the railroads in the matter of purchasing new and repairing old equipment before the winter is over. The dividends on watered stock have been continued without interruption, higher and higher rates are asked with a cheek that recognizes no limit, yet the service continues to decline. The rights of the shipping public receive no consideration.

HIGH PRICES for barley have lead some of the hysterical maltsters to petition Congress for suspension of the duty on barley. It will be much better to maintain the duty and the price so as to insure an increased acreage next season.

MINIMUM CAR LOAD weight of grain necessary to obtain the car load rate will remain unreasonably high so long as the grain shippers of the country will stand for the regulation. When they join hands in a vigorous fight for a reduction to a reasonable minimum weight, relief may be obtained.

THE CROP KILLERS have not had the heart to destroy all of Argentine's wheat crop, but up to the present writing they seem willing to grant the South American exporter 100,000,000 bus. to spare, so that European importing countries will have something to eat until they can grow another crop.

THE AVERAGE observer would naturally suppose that corn dealers in distributing markets and buyers at country stations would profit by the disastrous losses of many dealers last season. Notwithstanding many firms suffered heavy losses and others were forced out of business, new firms seem just as eager to take wild chances in handling new, damp corn as were those crippled on the preceding crop. There is no necessity for dealers handling corn until it is in fit condition for safe shipment. To do so, is to invite disaster needlessly.

MISSOURI'S STAMP tax on the sale for future delivery of stocks, grain, provisions and other commodities, has been upheld by the United States Supreme Court, so that it seems likely that all transactions of this character made since the enactment of the law will have to be paid. It is indeed unfortunate for Missouri commission men that their state should be the only one to provide for this tax, as it will act as somewhat of a handicap for them. The only thing left for them to do is to work for the repeal of the law, which, no doubt, can be brot about if the proper educational work is conducted among the state's lawmakers.

THE SHIPPERS' continued protest against the interest charge on advances against shipments seems to be bearing some fruit. Receivers are guarding more carefully the shippers' rights and charging interest only for the time they are out the use of the cash advanced. Under a new rule of the Chicago Board of Trade buyers must pay 80% of the value of grain on demand within seven days after its delivery to the railroad nominated by the buyer. This will encourage buyers to insist upon prompt handling of all grain to the direct benefit of all interested. Tracers will push carriers to secure quick delivery at elevators.

SEVERAL FIRES have occurred in grain elevators recently which were not insured and the owners suffered heavy losses. So many well managed mutual fire insurance companies are now prepared to carry insurance on grain elevators and contents at cost, there seems to be no excuse whatever for any live, progressive grain dealer attempting to continue in business without insurance against fire.

LOUISVILLE IS handicapped by two inspection departments and two sets of rules governing the grading of grain. Shippers to that market will promote their own interests and the cause of uniformity by insisting upon having their grain graded by the Louisville Board of Trade. As is shown by letters published elsewhere in this number, some shippers who have been accustomed to Board of Trade grades have been amazed at the discounts being levied by one firm which uses the other rules. This serves to confuse shippers and causes dissatisfaction. Board of Trade inspection is used by all but one firm and will be found much fairer and nearer what shippers are accustomed to in other markets.

FLAT BOTTOMED bins have no place in grain elevator, as the same grain will remain in one corner, forming a hopper for the rest of the grain and naturally the finer particles of broken grains will fall down into the congested mass, helping to make it a compact body to the delight of grain infesting insects. Whether the lodged grain be damp or not, it is sure to heat and spoil and damage the grain above. The expense of hopping bins with grain is always far greater than with wood, steel or concrete. The flat bottom bin, unless frequently cleaned, is very likely to result in the mixing of grain, the shipments misgrade, and the grain dealer has a loss in excess of what it would have cost him to hopper the bin when the elevator was constructed.

THE INCREASING use of formal car order blanks by country grain shippers shows a marked improvement in their business methods, which will surely inure to their benefit and profit. In "Asked-Answered," this number, is given a form used by a Washington shipper which contains some improvements over forms presented heretofore. Shippers who are now using duplicating car order forms, order only the number of cars they have actual need of, not ten times the number wanted, as was frequently done in days of verbal orders. The railroads recognize this change in the grain shipper's method. They have more confidence in his written order for cars and naturally they more readily exert themselves to supply his needs, but the car order books do more than get the cars, they get them promptly and especially so in states having reciprocal demurrage laws.

FT. WAYNE, IND. is now credited with an agricultural correspondence school. No doubt such a plan of instruction could be made practicable and of help to grain growers.

REGULAR ELEVATOR operators who are so blind to their own interests as to scoop grain into cars at distant stations to the detriment of regular grain operators are not in position to protest against similar treatment, and most of the members of the trade will hope they get it.

TOUGH CORN is causing Ohio grain dealers no end of trouble and little is being shipped except in the ear. Some who suffered heavy losses on corn last year are brave enough to refuse to bid for new corn and advise farmers to keep it at home until it is in fit shipping condition.

EVERY GASOLINE engine should be far enough above its supply tank to insure all surplus oil draining back into the tank. In the Kansas news column, this number, is recited the destruction of an elevator due to flooding engine because too much oil was placed in the tank. This fire hazard can easily be eliminated and no property owner, no matter how well off, can afford uselessly to jeopardize his life and property by tolerating it.

THE GRAIN dealers of most sections of the country started the new year in the middle of a good season. Notwithstanding many farmers are holding grain for higher prices, most of the dealers have had considerable grain to handle, hence there is very little cause for complaint and it is easier for them to handle the grain profitably if the farmer markets it gradually, than if he bot it all in at one time.

SHIPPERS SHOULD instruct their banks to forward Bs/L to destination promptly so that cars may be disposed of upon arrival, otherwise expense is likely to accrue by reason of demurrage, and if grain deteriorates buyer may refuse to accept, necessitating the resale of grain which has once been rejected. The practice of some banks of sending drafts by a roundabout course to shipment's destination, must be discouraged or shippers will suffer severely.

CONVICTS ARE constructing good roads in the state of Washington and are glad of the opportunity to get out in the country. Not only are the convicts doing more and better work than the state has been able to employ heretofore, but the men have given no trouble whatever to their guards, and what is more, the convicts themselves are greatly benefited by the work. It seems the one practical solution of the good roads problem. The better the country roads, the nearer is the farm to the shipping station.

GRAIN SHIPPERS will often promote their own interests by printing the name of the railroad over which they ship their grain on their letter heads. This is especially applicable to shippers using more than one line.

BUSINESS MEN'S clubs are being organized in many country towns with the result that ordinances against pedlers and transient sidewalk merchants are being enacted and friendly relations are being established, so it is easier for merchants to do business on a living margin of profit.

ARBITRATION CONTINUES to extend to new trade bodies and to give satisfactory settlement in lines of trade where it long has been used. The last convert to the arbitration method of settling differences is the New York Chamber of Commerce, which has decided to establish a committee on arbitration. The results in the grain trade have been so satisfactory, few would now think of attempting to go back to the old days of long drawn out, bitter law suits and expensive litigation.

THE UNITED STATES Supreme Court has sustained the Carmack amendment, Section 20, of the Hepburn Act which makes the initial carrier liable for loss of interstate shipments during transportation. Where shipments have passed over two or more lines, each carrier has attempted to shift the responsibility to the other, with the result that collection of damages or for loss was next to impossible. This decision of the Supreme Court relieves the shipper of proving which carrier was to blame for the loss or damage, and will insure each road examining carefully the condition of shipment or its transfer of one from the other.

DELEGATES from Missouri river grain exchanges met at Kansas City last week to discuss plans for combating deductions now being made from shortage claims by railroad companies to allow for so-called shrinkage of grain in transit. A number of roads have established a fixed dockage for shrinkage claims, only to abandon them the first time shippers protest against the exaction and insist upon having proof that the grain did shrink. During damp, rainy weather, corn which is dry will absorb moisture, but the railroad companies show no disposition to allow for the increased weight. If the shippers would stand for $\frac{1}{4}$ of 1% reduction, they may rest assured that the railroads will insist upon increasing the deduction as soon as they think shippers are weary of the fight. It is gratifying to note that exchange members have taken up the contest in earnest, for it would not require much work on their part to attain the abolition of the dockage.

ANTI-FUTURE BILLS AND THE BUCKET-SHOPS.

The annual crop of anti-future bills is now being gathered in the several state legislatures and in the National Congress. Some of them are so drastic as to suggest that the author lost heavily through the operations of some of the fast wire bucket-shops, supposing, of course, that he was dealing on a regular exchange. This annual presentation of unreasonable and uncalled for bills will continue until the people are educated and the bucket-shops are driven out of business.

The government has recently secured the conviction and imprisonment of bucket-shop operators who, by means of fast telegraphic service, were able to obtain information 15 to 30 minutes ahead of the Western Union ticker service and thus were enabled to rob their so-called customers through the regular fluctuations of the market.

While it is admitted that there are some abuses in future trading, still improvements are continually being made and the exchanges are striving to protect the interests of all traders. Buying and selling for future delivery may not be absolutely necessary in the stock market, but the miller and grain merchant who sell large quantities for export and distant deliveries must necessarily insist on a much larger margin of profit than he obtains today, if deprived of the opportunity of protecting himself in a future market.

The continued agitation and discussion of bills will, no doubt, result in good to all concerned, but legislation is not needed. The exchanges will correct their own abuses. The government should exterminate the bucket-shops and stop their skin games. The bill against futures recently introduced by Congressman Lever is not likely to receive the support of any considerable number of his brother lawmakers, because it is impracticable and unreasonable, and we doubt very much that the agricultural committee to which it has been referred will seriously consider it.

COMPULSORY DOCKAGE UNLAWFUL.

Now that the Supreme Court of the United States has upheld the Missouri statute forbidding the deduction of any weight from the gross amount of grain contained in the car to allow for dirt, the practice will be discontinued in Kansas City.

However, the buyers of grain in that or any other market will have the same privilege they have always had, that is to bid low enough for dirty grain. They cannot afford to pay as much for dirt as they can for sound, clean grain, and the shippers who mix in dirt or plug a carload are sure to suffer for their attempted deception.

Shippers of clean grain will not be docked either in price or weight on ac-

count of the deceptive method of other shippers. They will be paid for all their grain and thus have nothing to gain by adding dirt to provide for the certain dockage, as they have in the past.

THE SEED IMPROVEMENT SLANDER.

Every one now seems deeply interested in the seed improvement propaganda except the farmer and he, having had long experience in growing grain, looks with contempt upon any suggestions from the city dudes. The grain dealers of the country have spent more time, money and labor in promoting the cause of improved seed than those identified with any other line of business, yet a Kansas agricultural professor is circulating reports regarding the lack of interest on the part of grain dealers which grow with each telling until now the Modern Miller says: "It is a fact that the grain dealers associations, outside of the National, have not troubled themselves to promote the good seed propaganda."

Evidently the Modern Miller has not heard of the many seed grain specials which have been managed by the grain dealers of Iowa, Ohio, Indiana, Minnesota, South Dakota and Maryland and in many grain exhibitions each year the grain dealers head the list of donors with trophies and cash prizes that are offered, not for wheat alone, but for other kinds of grain as well.

The grain dealers are supporting the grain improvement assn's of the different states just as liberally as are the farmers. The leaders in the work for seed improvement, the agricultural experiment stations, are somewhat discouraged by the meager results obtained from the educational methods pursued in the past. The farmer has been flooded with pamphlets, circulars, booklets and agricultural journals until he can hardly count them, let alone read their titles.

The new movement to interest the boys of the farm in improved methods gives promise of greater returns than any that has previously been inaugurated. The hard-headed farmers who at first scouted the idea that their boys could improve on their methods have been rubbing their eyes and asking questions. If one-tenth of the money spent in sending printed matter to the farmers was spent in educating the boys and the girls to the solution of the farm's problems, the results would be immeasurably improved.

The grain dealers will do their part. The few who operate terminal hospitals may hesitate for a moment, but their contributions will be found liberal when assured that it will help to promote effective work.

However, the grain dealer's greatest opportunity for effective work along the line of seed improvement is by conducting germination tests in his own office for the benefit of farmer patrons and by discriminating sharply against grain of poor quality, thereby encouraging farmers to exercise the care needed to secure a large crop of good grain. Nothing has exerted a greater influence against grain improvement than the payment of the same price for all grain of the same kind at country stations. Different grades have different values and will be sold in central markets for different prices, regardless of what the country elevator man may be disposed to pay for it.

Toledo Exchange Election.

The election of officers of the Produce Exchange of Toledo was held Jan. 9 and resulted in the selection of David Anderson of the National Milling Co. as pres. for the ensuing year. Henry L. Goemann was chosen first vice-pres., Henry D. Radatz, second vice-pres., Chas. S. Burge, treas. and A. Gassaway to continue as sec'y. The following were chosen directors: Fred W. Jaeger, Frank I. King, Edwin L. Camp, W. H. Morehouse, E. L. Southworth, H. W. Devore, F. O. Paddock, James E. Rundell, H. R. Moorman and Frederick J. Reynolds.

Those elected to serve upon the committee of arbitration are: Cyrus S. Coup, Fred Mayer, Jesse W. Young, W. E. Tompkins, W. H. Haskell, L. A. Mennel, K. D. Keilholtz.

The committee of appeals was chosen to consist of: John Wickenhiser, Fred C. King, W. E. Stone, R. P. Lipe, A. W. Bunce, W. E. Cratz, R. L. Burge, H. R. Devore, J. H. Taylor, C. W. Mollett and A. W. Boardman.

A Sharper Caught.

About six months ago the Murphy Grain Co. of Kansas City, Mo., was victimized by a young man at Afton, Okla., who sold ten cars of oats to the firm, then went to Kansas City, drew \$25 in advance and disappeared. William Murphy of the firm had contracted to sell the oats, and as the cars failed to arrive, it cost him \$210 to cancel the sales.

A few days ago the young man was captured in St. Louis. Mr. Murphy paid \$30 to bring him back to Kansas City. He pleaded guilty in the criminal court and was sentenced to two years in the Missouri penitentiary but, as he appeared to have some redeeming qualities, Mr. Murphy asked the judge to parole him.

In view of the fact that he is a young man, and that there is a bare possibility of the judge paroling him, his name was kept out of the papers. It may be that being brought up short in his career of crime and getting this sentence will be sufficient to cause the young man to mend his ways.

Exports of corn from Servia were prohibited for a time prior to Jan. 1, by the ministry of commerce, to prevent the too early marketing of the crop, which was gathered in wet weather.

This year Mississippi's corn crop suddenly jumped to 66,256,000 bus., an increase of 65% or 26,000,000 bus. over that of last year, altho conditions were less favorable. The state had 6,492 boys enrolled in corn clubs competing for prizes and the citizens give them most of the credit for the state's increased crop.

The Atwood-Stone Co., a Minneapolis grain firm, is affiliated with a tow manufacturing company in St. Paul. Last year they bot about 22,000 tons of flax straw to be made into tow for upholsterers. The straw is worth \$7 to \$8 per ton delivered in St. Paul. The manufactured product sells at \$25 to \$30 according to the length of the fiber.

Germany uses from 1,500 to 2,000 lbs. of fertilizer per acre compared with 200 to 300 lbs. per acre used in our states. Our deposits of phosphate rock are found in Tennessee, Florida, Utah, Wyoming and Idaho, in the last three of which the government has withdrawn most of the deposit lands. About 37,000 acres of Florida phosphate lands have also been withdrawn.

Leaking Grain in Transit.

Grain dealers in all parts of the country can help their brother sufferers in the collection of just claims for loss of grain in transit by reporting to the Grain Dealers Journal, Chicago, for free publication, the initials, number and condition of cars which they see leaking grain in transit, or passing with broken seals or open doors. It is not expected that grain shippers will spend their time along railroad tracks watching for leaking cars, but whenever they do see a car passing in bad condition, they can with little cost help a brother shipper and encourage railroad companies to provide better cars and protection for shipments in transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for other cars in bad condition.

Recently we have received reports on the following cars:

U. P. 66187 was set out at Jefferson, Ia., Jan. 5, from the morning train from the west, with the drawbar pulled out and the sheathing sprung, leaking mixed corn quite freely.—D. Milligan Co.

C. I. & S. 794488 passed thru Austinville, Ia., Jan. 5, leaking corn on south side over bolster between sill and sheathing.—H. Austin.

N. Y. C. & H. R. 92803 was set out at Dudley, Ill., Dec. 9, leaking white shelled corn and is here Dec. 29.—Dexter Baber.

N. Y. N. H. & H. 70554 was sidetracked at Owasa, Ia., Dec. 27, leaking oats thru floor of car, which had been transferred to the C. N. W. at Iowa Falls from the D. M. St. P. & N.—R. Welsh, mgr. Farmers Co-op. Eltr. Co.

I. C. 130678 passed thru Beloit, Kan., Dec. 26, leaking wheat thru floor near door, a bad leak.—W. C. Brown.

B. C. R. & N. 48103, loaded with oats, passed thru Galt, Ia., Dec. 19, leaking at both ends and side. I fixed one leak but car still leaked.—S. C. Milner, grain buyer.

B. C. R. & N. 48103 was sidetracked at Galt, Ia., Dec. 19, on an extra train. This car was in bad shape on ends, both being bulged out, which made bad cracks where the boards pulled apart. It was leaking oats and we fixed it up the best way possible.—George Christensen.

C. B. & Q. 30727, loaded with mixed corn and bound south, was set out at Jefferson, Okla., Dec. 17, for repairs. One door post was broken off and about six feet of side of car had burst out. Do not know how much corn was lost. R. R. agt. had us transfer the corn to C., R. I. & P. 150659.—McIntyre Bros.

Ia. Cent. 1434 passed thru Oakville, Ia., eastbound, Dec. 15; leaking wheat thru grain door or door post; leak small. Train did not stop.—W. A. Pegram, mgr. Farmers Grain Co.

C. R. R. of N. J. 11068 passed thru Clifton, Kan., Dec. 15, going east on Mo. P., leaking wheat at east end of car.—Murdock Grain Co.

C. G. W. 10210 passed thru Stillman Valley, Ill., eastbound, at 8:45 a. m., Dec. 15, without stopping; leaked quite a stream of yellow corn.—F. H. Griggs.

C. P. & St. L. 664 was sidetracked at Oakwood, Ill., Dec. 13, to be repaired; was leaking yellow corn badly on account of grain doors being bulged and not down close to floor. One door was open. End door was gone and a board nailed over the opening outside. I fixed around the door the best I could and closed the open door.—E. A. Fox, agt. B. B. Minor.

CORRECT DESIGN OF PIT AND BUCKETS FOR EAR CORN.

Grain Dealers Journal: Will some of readers of the Journal who have had experience please advise me if the favorite style of 11-inch buckets will carry ear corn successfully? Also what size of hopper at head and distributing spout should be used? Will ears be delivered freely to boot from a regular 45-degree grain pit?—L. B. Spracher & Co., Sibley, Ia.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

EAR CORN MINIMUM UNDER CLASSIFICATION IS 40,000 LBS.

Grain Dealers Journal: In reply to F. R. Ogden's inquiry in the Grain Dealers Journal Dec. 10 with regard to the minimum weight of carloads of ear corn, I would say he has evidently been misinformed as to the classification minimum on corn in the ear.

If he will refer to item 22, page 98, classification No. 36, and item 17, page 102, classification No. 37, he will observe that the minimum weight on "corn not shelled" is 40,000 lbs. per car, subject to note 1, which provides for a less minimum in event cars of less capacity than 40,000 lbs. are loaded. The minimum of 56,000 lbs. applies only on shelled corn.—T. W. Galleher, G. F. A., Baltimore & Ohio R. R. Co., Baltimore, Md.

COLLECTED CLAIM FOR OVER- CHARGE ON CAR LARGER THAN ORDERED.

Grain Dealers Journal: In reply to inquiry by L. W. in the Journal Dec. 10 as to whether a shipper can load 60,000 lbs. of corn in a car of 80,000 lbs. marked capacity without being liable for freight charges on more than 60,000 lbs. we would say we have had a claim allowed for overcharge of freight caused by the railroad company not being in position to give us a car of the desired capacity.

We ordered a car of 50,000 lbs. capacity and this load was accepted by the railroad agent for the car of 80,000 lbs. capacity furnished; but the agent at destination collected on the basis of 80,000 lbs., as shown by tariff in effect, that cars must be loaded to marked capacity.

All of the railroad companies agreed to grant our claim for the overcharge if the Interstate Commerce Commission would give permission. After over a year this was done.—Metamora Elevator Co., Metamora, O.

WHAT IS OPTION?

Grain Dealers Journal: Of late I have been reading considerable about "What is Option?" I have seen a good deal about it in nearly every daily that I pick up. Nearly every state Legislature is being asked to enact laws to stop option dealing. What is an option? And who deals in them? How many persons would be exempt from a law prohibiting options? I may put the wrong construction on the word, but I would like some jurist to give us the true definition of the word.

Let us look around us and see how many are dealing in options business. What must a man do to be an option dealer. Some one is heard saying the man who sells the grain before it is thrashed, or the man who buys it before it is grown, or the man who sells the steel before it is mined, or the man that buys it before it is rolled out into shape for its intended use. We might go on through the whole list of all the products of this continent. Sometimes we wonder where this option business originated. If we will look into the Book of Books we will find it right at the time when man commenced to till the soil. I would like to see the color of the man's hair who claims to be a farmer, stock raiser, fruit producer, or produce raiser, and not an option dealer.

The farmer puts up from \$3 to \$5 per acre as his margin that he will bin 15, 20, 25, 30, or 40 bus. of grain per acre. The stock raiser puts up from \$1 to \$40 on his female herd that they will increase his number of head 100 to 800 per cent, and so on all the way through. Take the day laborer, he puts his muscle up at an option bid and expects to receive his margins at the end of the week, month or year, depending upon the time he sells, and the time his employer buys.

The miner, the manufacturer of all kinds of wares, the rail carrier, the miller, the packer, and in fact every profession, all handle goods on the option plan. The boy or girl studying and reciting their lessons are putting up their time and money as margins with the hope that in some future time they will receive more than they paid out. Some win while others lose, becoming sad failures. It is so on through every enterprise that any may conceive of, and yet the men who practiced it first and cannot exist without the option are the ones

that are working the hardest to have laws enacted to stop option trading.

If a law forbidding all options was enforced every industry would stop, and this nation would return to conditions existing with the aborigines. If the option agitation continues, it's only a question of time before half of the competition will be out of business. Every dealer, no matter what in, ought to see to it that congress stops meddling or passing laws that in course of time will kill the goose that is laying the golden eggs. Would like to see other dealers express their views on What is Option?—Kansas Reader.

WHO BEARS LOSS OF CONSIGN- MENT?

Grain Dealers Journal: I shipped a car of hay of a grade for which the demand happened to be very poor and after trying in vain for several days to sell the consignment the receiver had the hay stored in a warehouse to avoid payment of further demurrage. He advised me that he had the hay stored and I made no objection to this on receipt of his several letters.

About six weeks after the hay arrived the warehouse in which it was stored by him was burned, the warehouseman having insurance only on his own grain and hay. Neither had the receiver insured the hay. After the fire the receiver wrote that he will hold me for the cash advanced on my draft and for \$45 freight charges. Will brother dealers please state who should stand this loss?—Hoosier.

USES DUPLICATING CAR ORDER FORMS.

Grain Dealers Journal: We note that one of your correspondents in the Journal of Dec. 25th wants to know if there is any correct form for ordering cars from a railway agent. We use the form shown herewith, and by using a duplicate copy in carbon, we have a perfect record of the number of cars ordered as well as the day and hour, the railway agent writing in the time when order is filed. This gives the shipper a clear record to file with the Railway Commissioners where claims are made for reciprocal demurrage, if care is taken in noting the time at which cars ordered have been furnished. Yours truly, Davenport Grain Co., by W. O. Mansfield, Mgr., Davenport, Wash.

DAVENPORT, WASH., 190...

To R. R. Agent.

Dear Sir: Please furnish us cars as follows:

STATION WHERE WANTED	WHEN WANTED	HOW MANY	CAPACITY	FOR SHIPMENT TO

DAVENPORT GRAIN COMPANY

W. O. MANSFIELD, Mgr.

Duplicating Car Order Form.

A CRIME TO COLLECT MORE THAN PUBLISHED RATE.

Grain Dealers Journal: In the Journal of Dec. 10, page 796, appears the following:

"In awarding a Memphis shipper reparation for an overcharge the Interstate Commerce Commission recently said: It is the plain duty of the carriers to collect no more than the published rate; to do otherwise is a crime for which indictment will lie, and for which there is a serious punishment provided in the law against both the carrier and its agent."

We would like to learn the names of the parties to this suit so that we may get a copy of this decision.—Webb & Maury, Memphis, Tenn.

Ans: The suit was by the National Refrigerator & Butcher Supply Co., of Memphis, against the Illinois Central and other roads.

"EGYPTIAN" WHEAT A SORGHUM.

Grain Dealers Journal: In reply to A. E. Clutter of Los Angeles asking information about Egyptian wheat I would say this is shallu, one of the sorghums, with an open head, the grain of which shatters very badly; much worse than milo maize or kafir corn. It seems to be particularly adapted to the southwestern part of the state of Texas, when grown under irrigation. The yield there is rather heavy, since three crops can be obtained. The first crop will give, under favorable conditions, about 100 bus. of grain, the second crop about 60 bus. and the third about 40 bus. It has not been grown to any considerable extent as yet; but the acreage in this crop will undoubtedly increase very considerably another year.—H. H. Harrington, director Texas Agri. Exp. Sta., Fort Worth, Tex.

LIABILITY FOR BURNING OF STORED GRAIN?

Grain Dealers Journal: When an elevator company claims that the grain that was burned when its elevator was destroyed by fire was all grain that had been bot and paid for, and that the stored grain was not insured, and therefore refuses to pay any insurance, can the company be held for the loss of the stored grain by the owners thereof? What are the decisions of the courts bearing on this point?—Iowa.

Ans: The latest decisions in cases of this kind, coming under the legal designation of bailment and warehousemen, are the following:

As a rule if property in the possession of a bailee is destroyed by fire, floods, etc., without his negligence, he is not liable to the owner, tho the contract contains an agreement to return in good condition.—Link v. Hathaway, Missouri Ct. of Appeals, 1910, 127 S. W. 913.

Warehousemen are not insurers, and are only bound to use ordinary care to protect property committed to them.—Carley v. Offutt & Blackburn, Supreme Court of Kentucky, 1910, 124 S. W. 280.

Where a keeper of a cotton yard received 10 cents for weighing each bale and 15 cents for hauling to the station, keeping the cotton in the yard between the time of weighing and hauling constituted him a bailee for hire.—Vogel & Son v. Broadrick, Supreme Court of Oklahoma, 1909, 105 Pacific 197.

A bailee is not an insurer, and, in the absence of a special agreement, he is not responsible for losses resulting from damages necessarily incident to the use of the bailed property, nor from inevitable accident or irresistible force. If the property is destroyed by fire, it must be affirmatively shown that the fire was the result of some fault or neglect of the bailee, to hold the latter for the loss.—Light v. Miller, 1909, 38 Penn. Superior Ct., 408.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

ESTABLISH GRADES FOR CANADA PEAS.

Grain Dealers Journal: The state of Michigan produces four-fifths of all the Canada peas grown in the United States, so why could not grades of peas be standardized? For years I have sold on grading rules.—Edw. Evans, West Branch, Mich.

LOUISVILLE, KY., HAS TWO INSPECTION DEPARTMENTS.

Grain Dealers Journal: Louisville, Ky., has two grain inspection departments which shippers should take into consideration in making contracts with dealers there, "Louisville terms."

There are two systems of inspection there, one by the State of Kentucky, which is used by W. A. Thomson & Co., and the Board of Trade Inspection, which is used by all other firms in that market.

The State of Kentucky Inspection rules, as applied to corn, require that, "No. 2 corn must contain not over 15 per cent moisture, and weigh not less than 55½ pounds to the measured bushel. No. 4 corn must not test above 20 per cent moisture or under 51½ pounds in weight."

The Louisville Board of Trade do not use the moisture test. The question arises, what is "Louisville terms?"

It would seem that the proper answer to the query would be, Louisville terms means Board of Trade Inspection and weighing, which is followed by all firms in that market but one.

Dealers will do well to specify in making contracts for shipment to Louisville, that the terms are, Board of Trade inspection and weighing, or, State of Kentucky inspection and weighing.—Truly yours, S. W. Strong, Urbana, Ill.

WHAT INSPECTION DOES "LOUISVILLE TERMS" SIGNIFY?

Grain Dealers Journal: With reference to the grading of grain at Louisville, we are just advised by W. A. Thomson & Co. that the Louisville market has two different inspection departments. The Board of Trade Inspection Department has no moisture test in connection with the grading of grain and all the grain dealers in Louisville with the exception of Thomson & Co. are using the Board of Trade inspection.

The other is the State Inspection which Thomson & Co. are using and its rules specify that No. 2 corn must not contain over 15% moisture and weigh not less than 55½ lbs. to the measured bushel. No. 3 corn must not contain over 18% moisture nor weigh less than 53½ lbs. to the measured bushel.

We venture the assertion that very few grain shippers are advised as to these conditions. It must be apparent to every one that a department having

rules requiring that the moisture in No. 3 shall not exceed 18% will grade more corn No. 4 than a Department not making the moisture test a determining factor in the grading. The question is in selling grain Louisville terms, what is a shipper entitled to, the Board of Trade or the State Inspection?—Shellabarger Elevator Co., W. L. Shellabarger, Sec'y, Decatur, Ill.

LOUISVILLE BOARD OF TRADE ESTABLISHES GRADES.

Grain Dealers Journal: The printed slips which I gave you bearing rules governing the official classification of grain, are the exact and official descriptions of grain in this market. No standard test for moisture has ever been adopted here, nor have we any rule requiring that No. 3 corn must weigh not less than 53 pounds to the measured bushel.

A statute law of this State provides that "The Louisville Board of Trade shall at least once in each year, establish standard grades of various kinds of grain by which the inspectors shall be governed in their inspections."

Under this authority given, the Board of Trade establishes the standard grades of grain, and I know of no other authority having such right, nor have I ever seen rules emanating from any other source.—Very truly yours, James F. Buckner, Jr., Superintendent Board of Trade, Louisville, Ky.

SHORTAGE OF GRAIN AT CINCINNATI.

Grain Dealers Journal: Is it not a trifle unreasonable to hold that all this should be charged to an imperfect system, inefficient weighers, or dishonest dealers? We very much doubt if scales at country points, as a rule, have the attention that is given to scales here. Besides there is a natural shrinkage in grain, and especially in hay, and we do not believe the average shortage here is any greater than at other markets. We rarely have any complaint from either our shippers or customers, except where cars are transferred en route, or show leakage when arriving.

The new system adopted by the Board of Directors will however relieve the trade from any responsibility, and we sincerely hope will give complete satisfaction to shippers to this market. The one remaining handicap under which we labor is the want of at least one public elevator. Why the P. C. C. & St. L. Road does not give us that relief is a mystery. It is a natural law that "Increase of facilities, increases business."—Loudon & Co., Cincinnati, O.

The total number of officers and employees of the U. S. Department of Agriculture on July 1 was 12,480, an increase during the year of 1,340.

The Duluth commission man, collectively, not individually, is some goat. He goes out in the country with his money, finances the Independent or farmers elevator to buy flax at \$2.50 per bu., then accepts their draft for an amount ranging from \$3,000.00 to \$4,000.00 on each car, and takes as his compensation the munificent sum of \$10.00 to \$12.00 per car. Can you beat it, or do you know of any other business in the world that meekly accepts such an insignificant compensation for the service rendered.—Commercial Record.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Moscow, Ida., Jan. 6.—So far the winter has been ideal for winter wheat and we have a large acreage in fine condition.—Inland Grain & Mfg. Co.

ILLINOIS.

Weeks, Georgetown p. o., Ill., Dec. 24.—Corn getting in better condition, shucking all done and ¾ cribbed. Paying 35c per bu.—W. P. Lewis.

INDIANA.

Waterloo, Ind., Dec. 23.—Condition of corn is so poor that we cannot handle it.—D. L. Leas.

Ft. Wayne, Ind.—Our corn is very poor, it is too soggy to make good shelling.—C. Tresselt, of C. Tresselt & Sons.

Union City, Ind., Jan. 9.—Corn is of poor quality thru this territory. Very little corn is moving.—G. W. Parent, The John Parent Co.

Ft. Wayne, Ind.—Wheat has an excellent stand, except that sown early, which is somewhat damaged by fly.—C. S. Bash, of S. Bash & Co.

Huntertown, Ind., Dec. 23.—We are not receiving corn at present, as it is not in fit condition to handle.—C. L. Tilden, of Huntertown Grain Co.

Greencastle, Ind.—Growing wheat is backward, but think root is in good condition, 20% more wheat sown than last year, considerable wheat still in farmers' hands. Corn will be used for feeding.—W. T. Besser.

Union City, Ind., Jan. 9.—Corn is in poor condition and farmers are not selling because of low prices. We do not expect a large movement before February.—C. S. Pierce, The Pierce Grn. Co.

Union City, Ind., Jan. 9.—The excellent quality of oats last year balances the poor

corn crop. There will not be a great shipment from this territory because the farmers are feeding heavily.—A. Beede, Meade Grain Co.

Indianapolis, Ind.—The continued cold weather with but little snow for protection has occasioned fear that wheat has suffered. Reports of damage to the wheat are being received daily, especially from the eastern and southern portions of the State. The farmers, however, report a large reserve of last year's crop in their granaries.—F.

IOWA.

Washta, Iowa.—Quality of corn is good, considerable corn is back, grading No. 3. We are paying 34c a bu.—J. K. McGonagle, Kennedy & McGonagle, Washta, Iowa.

KANSAS.

Lebanon, Kan., Jan. 7.—Wheat is looking fair but needs moisture. Corn is moving slowly at 37c to 40c. Our farmers have bank accounts and don't need to sell until the price suits them.—Lebanon M. & Eltr. Co.

Ludell, Kan., Jan. 5.—Movement of our grain, which is principally wheat, is rather slow, at least 50% of the wheat is back yet. Our corn crop was practically a failure and farmers are buying corn in car lots.—F. S. Miller, mgr. Farmers' Grain Co.

MARYLAND.

Baltimore, Md.—Reports have been coming from many Maryland towns, especially in the northern and western sections, that there was a scarcity of water that had not been equalled in many years. Wells, cisterns, springs and small streams were reported to be dry and in many instances farmers were compelled to melt snow in order to furnish sufficient water to supply their stock.—C.

MICHIGAN.

Grass Lake, Mich.—Rye has gone forward. Crop short and my people are buying much western corn. Shipping hay and straw both in and out.—E. M. Sanford.

Hillsdale, Mich.—Wheat in this part of the state has a good stand, and is not affected by fly.—A. D. Stock, of F. W. Stock & Sons.

Lansing, Mich., Jan. 6.—In answer to the question, "Has wheat during December suffered injury from any cause?" 7 correspondents in the state answer "yes"

and 558 "no." In answer to the question "Has the ground been well covered with snow during December?" 570 correspondents answer "yes" and 9 "no." Amount of wheat marketed in December aggregated 520,236 bus.; amount marketed in the five months of August-Dec., 5,750,000 bus.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Renville, Minn., Jan. 4.—About 60% of the grain is marketed.—Wm. Hoffman.

Magnolia, Minn.—Grain is nearly all marketed except corn, of which about 50% is left.—Magnolia Merc. & Eltr. Co.

Maynard, Minn., Jan. 5.—Crops were fine here, the best we have had for some time.—F. I. Frodine, mgr. Farmers' Eltr. Co.

MISSOURI.

Bowling Green, Mo., Jan. 2.—Not much grain moving. Farmers are holding for higher prices that may never come.—W. F. Manzke Grain Co.

Montrose, Mo., Jan. 3.—Movement of grain light at this point at present. Farmers inclined to hold for higher prices. Yield of corn better than expected before gathering time.—H. Hulfen.

MONTANA.

Lewistown, Mont., Dec. 27.—Winter wheat averaged about 28 bus., spring wheat, 15 bus. About ¾ of a crop of oats with very few delivered yet, farmers holding. Wheat mostly delivered, probably 20 or 25% out yet. A large acreage and prospects for next year fine.—A. F. Strobehn, mgr. Montana Eltr. Co.

NEBRASKA.

Hadar, Neb., Dec. 31.—Farmers all holding off for higher prices.—Thos. Harrison, mgr. Farmers' Grain & L. S. Co.

OHIO.

Sidney, O., Dec. 27.—Our corn is in awful condition to handle.—Walter Jackson, of Jones & Sheets.

Covington, O., Dec. 28.—Corn contains 23 to 25% of moisture, and yields about 40 to 60 bus. per acre.—S. J. Rudy.

Venedocia, O.—Corn is damp and weather has been damper. Farmers not very eager to sell at present prices.—Lang Eltr. Co.

Englewood, O., Dec. 28.—Corn in this territory is of good quality, and farmers are holding for higher prices.—G. M. Baker, of Baker Brothers.

Final Estimate of 1910 Crops by U. S. Department of Agriculture.

State or Territory.	Corn.			Winter wheat.			Spring wheat.			Oats.			Barley.	
	Acreage.	Yield per acre.	Production.	Acreage.	Yield per acre.	Production.	Acreage.	Yield per acre.	Production.	Acreage.	Yield per acre.	Production.	Acreage.	Production.
	<i>Acres.</i>	<i>Bu.</i>	<i>Bushels.</i>	<i>Acres.</i>	<i>Bu.</i>	<i>Bushels.</i>	<i>Acres.</i>	<i>Bu.</i>	<i>Bushels.</i>	<i>Acres.</i>	<i>Bu.</i>	<i>Bushels.</i>	<i>Acres.</i>	<i>Bushels.</i>
Maine.....	17,000	46.0	782,000											
New Hampshire.....	31,000	46.0	1,426,000											
Vermont.....	67,000	43.0	2,881,000											
Massachusetts.....	50,000	45.5	2,275,000											
Rhode Island.....	11,000	40.0	440,000											
Connecticut.....	63,000	53.2	3,352,000											
New York.....	680,000	38.3	26,044,000	444,000	23.7	10,523,000								
New Jersey.....	290,000	36.0	10,440,000	111,000	18.5	2,053,000								
Pennsylvania.....	1,586,000	41.0	65,026,000	1,556,000	17.8	27,097,000								
Delaware.....	202,000	31.8	6,424,000	122,000	17.0	2,074,000								
Maryland.....	710,000	33.5	23,785,000	794,000	17.4	13,816,000								
Virginia.....	2,142,000	25.5	54,621,000	795,000	12.8	10,176,000								
West Virginia.....	920,000	26.0	23,920,000	410,000	12.5	5,125,000								
North Carolina.....	3,072,000	18.6	57,139,000	652,000	11.4	7,433,000								
South Carolina.....	2,418,000	18.5	44,733,000	453,000	11.0	4,988,000								
Georgia.....	4,532,000	14.5	65,714,000	260,000	10.5	2,730,000								
Florida.....	678,000	13.0	8,814,000											
OHIO.....	3,900,000	36.5	144,540,000	1,944,000	16.2	31,493,000								
Indiana.....	5,120,000	39.3	201,216,000	2,627,000	15.6	40,981,000								
Illinois.....	10,609,000	39.1	414,812,000	2,100,000	15.0	31,500,000								
Michigan.....	2,100,000	32.4	68,040,000	869,000	18.0	15,642,000								
Wisconsin.....	1,575,000	32.5	51,188,000	67,000	20.0	1,340,000								
Minnesota.....	1,724,000	32.7	56,375,000				124,000	18.7	2,319,000					
Iowa.....	9,473,000	36.3	343,870,000	180,000	21.2	3,816,000	5,880,000	16.0	94,080,000					
Missouri.....	8,500,000	33.0	273,900,000	1,821,000	13.8	25,130,000	350,000	20.9	7,315,000					
North Dakota.....	214,000	14.0	2,996,000											
South Dakota.....	2,162,000	25.0	54,050,000				7,221,000	5.0	36,105,000					
Nebraska.....	8,000,000	25.8	206,400,000	2,100,000	16.5	34,650,000	3,650,000	12.8	46,720,000					
Kansas.....	8,900,000	19.0	169,100,000	4,300,000	14.2	61,660,000	350,000	13.9	4,865,000					
Kentucky.....	3,630,000	29.0	105,270,000				120,000	8.4	1,008,000					
Tennessee.....	3,720,000	25.9	96,348,000											
Alabama.....	3,524,000	18.0	63,432,000											
Mississippi.....	3,232,000	20.5	66,256,000											
Louisiana.....	2,493,000	23.6	58,835,000											
Texas.....	8,800,000	20.6	181,280,000	1,252,000	15.0	18,780,000								
Oklahoma.....	5,772,000	16.0	92,352,000	1,556,000	16.3	25,363,000								
Arkansas.....	2,884,000	24.0	69,216,000	195,000	13.9	2,710,000								
Montana.....	8,000	23.0	184,000	285,000	22.0	6,270,000	198,000	22.0	4,290,000					
Wyoming.....	6,000	10.0	60,000	42,000	25.0	1,050,000	65,000	25.0	1,625,000					
Colorado.....	143,000	19.9	2,846,000	104,000	23.0	2,392,000	289,000	21.9	6,329,000					
New Mexico.....	70,000	23.0	1,610,000				43,000	20.0	860,000					
Arizona.....	12,000	32.5	390,000				17,000	22.3	379,000					
Utah.....	13,000	30.3	394,000				100,000	25.3	2,530,000					
Nevada.....							40,000	29.0	1,160,000					
Idaho.....	6,000	32.0	192,000	345,000	23.7	8,176,000	217,000	20.4	4,427,000					
Washington.....	16,000	28.0	448,000	676,000	20.5	13,858,000	810,000	14.5	11,745,000					
Oregon.....	18,000	25.5	459,000	467,000	23.7	11,068,000	297,000	18.0	5,346,000					
California.....	49,000	37.5	1,838,000	950,000	18.0	17,100,000								
United States.....	114,002,000	27.4	3,125,713,000	29,427,000	15.8	464,044,000	19,778,000	11.7	231,399,000	35,288,000	31.9	1,120,765,000	7,257,000	162,227,000

Sidney, O., Dec. 27.—Corn is in bad condition and the yield was very low.—E. E. Nutt, Sidney Mill & Elevator Co.

Anna, O., Jan. 2.—Corn is full of moisture and will not dry out to any appreciable extent before spring.—Chas. C. Toland.

Wapakoneta, O., Jan. 2.—Corn is in such bad shape that we are refusing to offer a price.—G. A. Buck, mgr. The Home Milling Co.

West Milton, O., Dec. 28.—Quality of corn is fair, but it contains much moisture, and the yield is poor.—Henderson & Coppock.

Weston, O.—Corn is in bad condition to handle and we are refusing lots of it. The average moisture test is 22 per cent.—L. L. Cass.

Wapakoneta, O., Jan. 2.—Rain during the past week has spoiled any chances for the conditioning of corn.—Mr. Hauss, Hauss & Bitler.

Ansonia, O., Dec. 29.—Corn contains about 20 per cent of moisture, and the yield is about 50 bus. per acre.—John W. Huffman.

Delphos, O., Jan. 3.—We are having trouble with shipments of ear corn. The moisture percentage will average 23%.—L. C. Allinger.

Stryker, O., Jan. 7.—Corn has not commenced to move from this territory. The quality and yield is fine.—C. Louys of F. Louys' Sons.

Pleasant Hill, O., Dec. 28.—Our corn is of excellent quality, but it contains too much moisture to be shipped safely.—The Myers & Patty Co.

Anna, O., Jan. 2.—We are receiving very little corn at present and are glad of it. We want the farmers to hold it as long as possible.—Louis Finkenbein.

Mortimer, O., Jan. 4.—Corn is in very good shape in this territory. Farmers are holding for higher prices.—R. N. Whiteis, agt. Ohio Hay & Grn. Co.

Botkins, O., Jan. 2.—Corn is too wet to handle safely, containing 20 to 25 per cent moisture. Farmers are not selling freely.—J. C. Paul, Sheets & Paul.

Tontogany, O.—We are receiving lots of corn, which contains too much moisture to be shelled, so we are shipping in the ear.—G. V. Minor, agt., J. S. Phillips.

Wauseon, O., Jan. 7.—Corn at this point is of very good quality. Farmers are holding for higher prices.—E. F. Hanson.

Sidney, O., Dec. 27.—Much ear corn moving from this territory. Dealers must ship it, the condition is too bad to crib.—W. H. Persinger, J. E. Walker & Co.

Bowling Green, O., Jan. 4.—The condition of corn is very discouraging. We are not urging farmers to sell at this time.—R. C. Huffman, of Huffman Grain Co.

Greenville, O., Dec. 30.—Very little corn moving in this territory, and we are glad of it because it is very tough.—J. W. Miller, of Miller, Nagel & Replogle.

Union, O., Dec. 28.—Corn is in good condition in this territory. We are having no difficulty with shipments of shelled corn.—D. S. Younce, of D. S. Younce & Son.

North Baltimore, O., Jan. 4.—We are receiving much good corn, but most of it has to be sorted, on account of many moldy ears.—Fred Rockwell, of G. G. Rockwell.

Greenville, O., Dec. 30.—Two-thirds of corn is in farmers' hands. Much of it is yet in the fields and will be badly damaged by yesterday's rain.—J. W. Seifert, of Helm & Reis.

Delphos, O., Jan. 3.—The poor condition of corn has been made worse by recent rains. Little chance for a betterment before spring.—Frank Lang, of George F. Lang M'g. Co.

North Baltimore, O., Jan. 4.—Corn contains much moisture, and many of the ears are molding. Farmers are not accepting present prices freely.—C. L. Van Brimer, of Busby & Van Brimer.

St. Marys, O., Jan. 3.—We are getting some good corn, and are refusing to receive any bad corn. We believe that is the only sound method of doing business.—J. S. Snapp, Lock Two Grain & M'g. Co.

Greenville, O., Dec. 29.—This is a bad year for corn. Farmers are holding for higher prices, which we are glad to see because it is too tough to handle.—Wm. Kerst, of Townsend, Kerst & Townsend.

Tontogany, O.—Corn is pretty tough for this time of the year. Much corn is standing in the field unhusked, and this corn contains more moisture than that in the crib.—R. C. Rudd, agt. Royce & Coon Grain Co.

Gilberts, O. (Burketsville P. O.), Dec. 29.—Corn is in bad shape. Farmers are not selling freely. A freeze following the present heavy rains will damage the wheat.—C. C. Corwin, mgr. S. S. Earhart Grain Co.

Celina, O., Jan. 7.—Our corn is of excellent quality, but it contains too much moisture. However, if cold weather continues we shall have no difficulty in handling the crop.—Mr. Palmer of Palmer & Miller.

Piqua, O., Dec. 28.—Our corn is of fine quality except that the moisture percentage is too great. The yield is from 50 to 80 bus. per acre. All corn is being shipped in the ear.—M. W. Miller, of Spencer & Miller.

St. Marys, O., Jan. 3.—Corn is pretty tough, but this cold weather will enable us to ship all that we receive. Farmers are not selling freely. The yield is about 45 bus. per acre.—Mr. Gordon, of Gordon, Hauss & Folk.

Celina, O., Jan. 7.—Our oats crop last year was great. One-third of oats in farmers' hands. Altho corn contains much moisture it is of good quality. We are having no trouble with our shipments.—C. Spriggs, Buckland Mlg. Co.

Bryan, O., Jan. 7.—We have a good corn crop, but the farmers are not selling at present prices. Farmers in this part of the state are going quite extensively into the dairy business and the raising of sugar beets.—O. S. Eaton, of Christman Mlg. Co.

OKLAHOMA.

Hobart, Okla., Dec. 24.—Very dry down here. Thousands of acres of wheat in the ground that never has sprouted and never will until it rains. Farmers holding grain for higher prices or at least until it rains.—F. C. Shepherd & Son.

TEXAS.

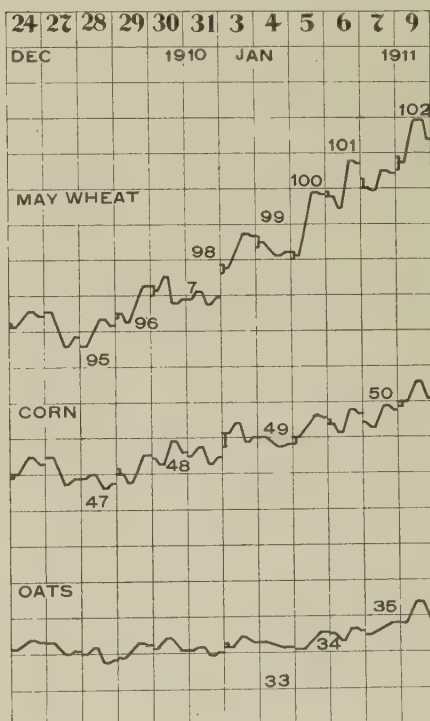
Van Alstyne, Tex., Jan. 4.—Since the night of the 1st, we have had some weather as cold as 1 degree above zero. It is dry and very bad on wheat. Ground is cracking open and wheat dying. Crop prospects poorest for the last few years. Many wheat fields will be replanted with other crops. Farmers are holding some 1910 wheat, oats and corn. Without rain soon, farmers will plant no oats.—Grayson Mill & Gr. Co.

Crops of 1910, Estimated by Department of Agriculture.

State or Territory.	Rye.		Buckwheat.		Flaxseed.		Rice.		Hay.	
	Yield per acre.	Production.	Yield per acre.	Production.	Yield per acre.	Production.	Production.	Production.	Production.	Production.
	Bu.	Bushels.	Bu.	Bushels.	Bu.	Bushels.	Bushels.	Tons.		
Maine.....			32.5	748,000				1,750,000		
New Hampshire.....			31.0	62,000				768,000		
Vermont.....	17.5	35,000	24.0	192,000				1,256,000		
Massachusetts.....	17.0	85,000	22.0	66,000				755,000		
Rhode Island.....								74,000		
Connecticut.....	20.0	200,000	19.5	58,000				662,000		
New York.....	18.3	3,111,000	23.0	7,199,000				6,351,000		
New Jersey.....	18.0	1,530,000	21.5	280,000				656,000		
Pennsylvania.....	17.0	6,480,000	19.5	5,655,000				4,433,000		
Delaware.....	15.5	16,000	20.5	41,000				110,000		
Maryland.....	16.1	338,000	18.5	166,000				393,000		
Virginia.....	13.5	270,000	18.0	378,000				565,000		
West Virginia.....	12.9	155,000	23.0	575,000				810,000		
North Carolina.....	10.0	150,000	19.0	95,000			27,000	262,000		
South Carolina.....	10.0	40,000					357,000	84,050		
Georgia.....	10.4	146,000					88,000	122,000		
Florida.....							19,000	25,000		
Ohio.....	16.5	924,000	18.0	252,000				3,948,000		
Indiana.....	15.8	869,000	17.7	88,000				2,730,000		
Illinois.....	17.4	1,218,000	20.0	80,000				3,717,000		
Michigan.....	15.3	5,355,000	15.3	842,000				3,379,000		
Wisconsin.....	16.0	4,880,000	14.0	196,000	10.0	180,000		2,200,000		
Minnesota.....	17.0	1,955,000	16.0	64,000	7.5	3,540,000		908,000		
Iowa.....	18.5	592,000	14.9	119,000	12.2	195,000		3,780,000		
Missouri.....	15.0	210,000	16.5	33,000	8.4	168,000		3,510,000		
North Dakota.....	8.5	128,000			3.6	5,778,000		103,000		
South Dakota.....	17.0	595,000			5.0	3,300,000		403,000		
Nebraska.....	16.0	1,200,000	20.0	20,000	8.0	80,000		1,500,000		
Kansas.....	14.0	532,000	15.0	15,000	8.2	410,000		2,061,000		
Kentucky.....	13.0	160,000						615,000		
Tennessee.....	11.0	88,000	15.0	15,000				637,000		
Alabama.....	12.0	24,000					25,000	172,000		
Mississippi.....							84,000	142,000		
Louisiana.....							12,769,000	44,000		
Texas.....	11.5	46,000					8,738,000	711,000		
Oklahoma.....	13.7	55,000			9.0	45,000		945,000		
Arkansas.....	12.0	24,000			7.0	420,000	2,400,000	284,000		
Montana.....	20.0	80,000						840,000		
Wyoming.....	18.5	18,000						720,000		
Colorado.....	14.0	70,000						1,400,000		
New Mexico.....								497,000		
Arizona.....								244,000		
Utah.....	18.5	56,000						1,140,000		
Nevada.....								785,000		
Idaho.....	20.0	80,000						1,473,000		
Washington.....	20.5	123,000						815,000		
Oregon.....	15.1	226,000					3,000	922,000		
California.....	17.0	986,000						1,281,000		
United States.....	16.3	33,039,000	20.9	17,239,000	4.8	14,116,000	21,510,000	60,978,000		

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Jan. 10 are given on the chart herewith.



New Orleans Receipts and Shipments.

The receipts and shipments of grain at New Orleans during 1910 and 1909 as reported by H. S. Herring, sec'y of the Board of Trade, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	176,000	1,506,000	213,654	1,810,338
Corn	9,947,000	8,877,000	7,205,201	6,192,641
Oats	1,885,000	1,969,000	67,521	172,377

Omaha Receipts and Shipments.

The receipts and shipments of grain at Omaha during 1910 and 1909 as reported by F. P. Manchester, sec'y of the Grain Exchange, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	9,124,800	9,979,200	4,782,000	6,511,000
Corn	23,429,400	22,391,600	19,661,000	17,933,000
Oats	9,942,000	10,324,800	8,068,500	9,553,000
Brly	662,200	578,000	175,000	375,000
Rye	195,700	196,000	168,000	185,000

Duluth Receipts and Shipments.

The receipts and shipments of grain and flaxseed at Duluth during 1910 and 1909 as reported by Charles E. Macdonald, sec'y Board of Trade, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	34,278,377	56,084,971	29,473,238	58,095,219
Corn	698,121	1,224,854	655,686	1,257,734
Oats	6,267,389	5,117,437	6,340,076	5,179,727
Brly	10,764,542	10,509,130	10,907,078	10,576,689
Rye	342,958	552,954	359,922	558,619
Flxsd	3,885,180	10,126,291	3,976,571	10,697,430

Wichita Receipts and Shipments.

The receipts of grain, kafir corn and cane seed at Wichita, Kan., the past 2 years as reported by J. S. Macauley, sec'y of the Board of Trade, were as follows:

	Receipts, bus.	
	1910	1909
Wheat	6,874,000	6,731,000
Corn	1,253,000	1,125,000
Oats	70,000	84,000
Rye	10,000	9,000
Kafir	89,000	81,000
Cane seed	12,000	12,000

St. Louis Receipts and Shipments.

The receipts and shipments of grain and flaxseed at St. Louis during 1910 and 1909 as reported by George H. Morgan, sec'y of the Merchants Exchange, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	19,702,989	21,432,817	15,172,457	19,585,010
Corn	22,349,390	22,719,025	14,615,393	15,814,957
Oats	22,286,520	18,582,670	15,106,450	15,612,955
Brly	2,475,165	2,837,700	119,130	487,080
Rye	335,059	243,949	338,245	235,940
Flxsd	76,250	58,500	34,930	10,760

Toledo Receipts and Shipments.

The receipts and shipments of grain and clover seed at Toledo during 1910 and 1909 as reported by A. Gassaway, sec'y of the Produce Exchange, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	4,515,300	4,364,000	1,343,350	1,337,200
Corn	4,459,750	3,709,600	2,229,300	1,832,100
Oats	3,978,600	3,289,300	3,463,850	2,897,750
Brly	122,650	10,100	.....	2,500
Rye	122,650	181,700	127,400	193,800
Cl. sd.	79,278	95,108	75,203	80,792
bags	79,278	95,108	75,203	80,792

Minneapolis Receipts and Shipments.

The receipts and shipments of grain and flaxseed at Minneapolis during 1910 and 1909 as reported by John G. McHugh, sec'y of the Chamber of Commerce, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	99,621,600	81,111,410	19,207,130	21,678,500
Corn	9,744,090	5,082,850	6,748,900	3,124,500
Oats	19,539,740	14,059,230	14,278,950	15,323,920
Brly	21,972,420	20,234,500	18,406,630	18,000,120
Rye	1,847,140	2,236,560	1,145,330	1,241,530
Flxsd	7,749,790	7,600,010	1,446,880	1,802,030

Boston Receipts and Shipments.

The receipts and shipments of grain and flaxseed at Boston during 1910 and 1909 as reported by James A. McKibben, sec'y Chamber of Commerce, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	5,707,404	9,465,984	6,337,243	9,394,970
Corn	3,424,452	2,948,486	2,749,967	2,067,014
Oats	4,206,794	4,217,979	136,914	20,580
Brly	169,713	406,883	92,228	333,124
Rye	58,632	60,866	6,488	36,630
Flxsd	2,780	191,254	9,863	126,885

Detroit Receipts and Shipments.

The receipts and shipments of grain and flaxseed at Detroit during 1910 and 1909 as reported by F. W. Waring, sec'y of the Board of Trade, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	2,091,314	2,652,932	97,615	134,561
Corn	3,076,009	2,659,692	1,835,447	1,190,730
Oats	2,967,580	2,591,389	231,519	598,814
Brly	400,158	558,336	2,238	3,952
Rye	267,438	268,747	240,839	181,698

Peoria Receipts and Shipments.

The receipts and shipments of grain and seeds at Peoria during 1910 and 1909, as reported by John R. Lofgren, sec'y of the Board of Trade, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wheat	1,218,569	1,354,431	980,134	990,657
Corn	16,761,728	15,104,356	12,379,950	11,203,270
Oats	12,621,742	8,232,217	13,665,395	8,427,950
Brly	2,695,130	2,663,440	1,202,737	1,574,577
Rye	336,298	314,800	89,770	94,714
Seeds*	1,380,000	2,111,200	1,572,000	990,000

Milwaukee Receipts and Shipments.

The receipts and shipments of grain and flaxseed at Milwaukee during 1910 and 1909, as reported by H. A. Plumb, sec'y of the Chamber of Commerce, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wheat	10,313,810	7,761,305	5,971,362	2,670,810
Corn	8,150,680	5,990,300	7,012,973	5,960,035
Oats	13,204,050	8,908,700	11,572,588	5,316,877
Brly	14,635,292	12,653,800	4,382,210	5,208,061
Rye	926,780	1,049,700	561,713	695,010
Flax..	301,200	396,000	114,000	2,400

Baltimore Receipts and Shipments.

The receipts and shipments of grain, clover seed and timothy seed at Baltimore during 1910 and 1909, as reported by James B. Hessong, sec'y of the Chamber of Commerce, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wheat	6,723,673	5,821,809	4,931,062	2,991,527
Corn	10,428,979	10,213,817	8,500,934	6,772,595
Oats...	3,273,451	3,040,343	1,436	2,422
Rye...	542,601	508,885	.....	64,286
Barley	25,391	28,719	.....	.....
Clover seed	21,635	53,391	4,431	13,966
Timothy seed	40,070	42,245	11,822	21,024

Kansas City Receipts and Shipments.

The receipts and shipments of grain, kafir corn and flaxseed at Kansas City during 1910 and 1909, as reported by E. D. Bigelow, sec'y of the Board of Trade, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	43,527,000	35,354,000	30,446,200	25,272,500
Corn	17,619,400	11,547,150	15,202,200	9,357,550
Oats	5,451,500	6,349,500	4,261,400	5,853,000
Rye..	79,200	121,000	52,800	59,900
Brly	394,200	421,300	258,700	123,200
Flax.	15,000	102,000	21,000	9,000
Kafir	.....	.....	.....	.....
corn*	53,510,000	46,380,000	11,400,000	.....

*Lbs.

Cincinnati Receipts and Shipments.

The receipts and shipments of grain, clover seed, timothy seed and other grass seed at Cincinnati during 1910 and 1909, as reported by C. B. Murray, Superintendent, of the Chamber of Commerce, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Brly	799,522	540,156	49,490	55,032
Corn	11,700,574	10,344,408	9,892,767	7,202,444
Oats	8,999,027	17,273,766	6,771,727	15,916,804
Rye	732,849	681,847	327,375	261,501
Wheat	4,307,828	4,874,771	3,760,906	4,340,416
Clover seed*	40,370	43,757	40,389	42,900
Timothy seed*	46,945	45,656	45,112	45,955
Other grass seed*	155,587	148,650	143,177	138,031

*Bags.

Chicago Receipts and Shipments.

The receipts and shipments of grain, timothy seed, clover seed, other grass seeds and flaxseed at Chicago during 1910 and 1909, as reported by George F. Stone, sec'y of the Board of Trade, were as follows:

	Receipts, bus.		Shipments, bus.	
	1910	1909	1910	1909
Wht	27,540,100	26,985,112	18,679,100	23,484,171
Corn	102,592,850	90,894,920	78,623,100	72,835,839
Oats	101,859,000	87,884,238	77,890,100	77,288,653
Rye	1,153,500	1,426,350	498,400	903,569
Brly	25,685,000	27,061,614	7,237,800	8,556,086
Timothy seed*	34,298,300	51,106,739	27,086,100	20,673,915
Clover seed*	5,759,700	5,551,664	2,774,200	4,669,531
Other grass seeds*	26,035,600	34,473,910	26,366,900	50,705,116
Flax	.....	.....	.....	.....
seed	1,388,300	1,199,119	244,000	150,834

*Lbs.

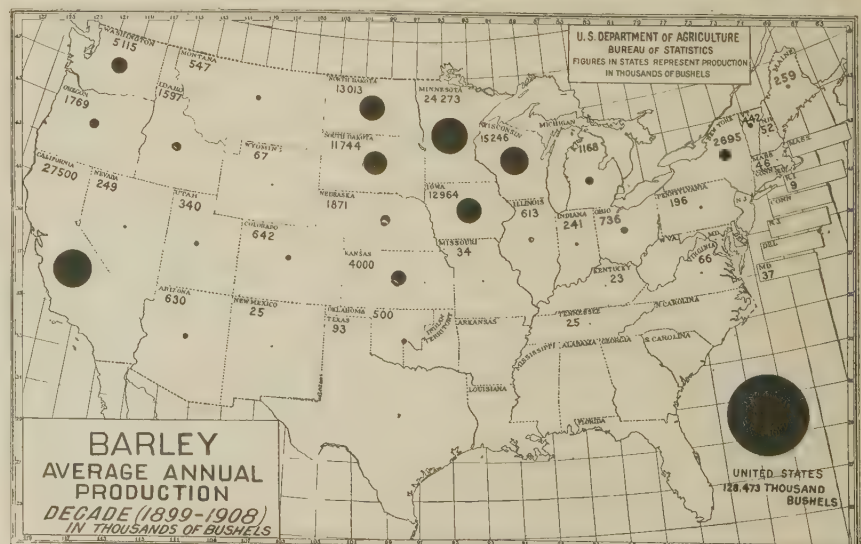
Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the ten months prior to Nov. 1, 1910, amounted to 204,676,622 lbs.; compared with 189,243,433 lbs. during the corresponding months of the previous year.

Exports of rice during the first ten months of 1910 amounted to 7,291,099 lbs. and 9,502,086 lbs. of rice bran, meal and polish; against 2,012,646 lbs. of rice and 15,733,185 lbs. of rice bran, meal and polish in the same months of 1909.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the first ten months of last year 6,051,447 lbs.; compared with 6,260,443 lbs. re-exported during the same months of the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Individual users of malt charge that the United States Maltsters Ass'n controls the supply and fixes the prices of the product and have lodged complaints with the Department of Justice, alleging violation of the anti-trust law.



J. C. F. Merrill, President Chicago Board of Trade.

The choice of John C. F. Merrill to be president of the Chicago Board of Trade at the election held yesterday is gratifying alike to his many friends as well as to those desiring to see the work of the institution promoted in the broadest manner. As a director, chairman of the grain committee or vice-president Mr. Merrill has given unstintingly of his time and best efforts. By his well earned elevation to the presidency the affairs of the Board of Trade are assured a safe and sane administration.

J. C. F. Merrill was born on a farm near Rochester, N. Y., in 1851, and passed his boyhood on the farm, attending the country school. His first business venture was in a country store, which he conducted a few years, and one year as proprietor, until he sold out, and entered the employ of a New York house as traveling salesman in the western territory. He found the western country so much to his liking that on the expiration of his engagement he declined an offer of an interest in the firm at New York, and entered the employ of Agard & Ross at Rockford, Ill., in 1875, to learn the grain business.

Agard & Ross were country buyers and shippers. Later Mr. Merrill became a member of the firm under the name Agard, Ross & Merrill, and the business was considerably extended in the way of buying from other country dealers for shipment to Chicago or to Milwaukee over the Kenosha Division. To handle the business at both ends it became desirable to establish an office at the terminal market, and Mr. Merrill removed to Chicago where he continued with the firm for 4½ years. He then formed the present firm of Merrill & Lyon, which

has been active in the Chicago trade for 28 years past.

Many years ago the firm operated the old Commercial Elevator on the river between Madison and Randolph streets, which was torn down to widen the stream, and also operated the elevator at Grand Crossing until it was sold to Frank G. Ely. Mr. Merrill now operates no elevators, doing principally a general grain receiving business, executing such orders in the pits for future delivery as are incidental to his commission business, filling buying orders for exporters, and doing the business of a grain merchant.

Mr. Merrill is one of the best judges of grain in the Chicago market. His own experience in different branches of the trade well qualifies him to conserve the interests of the brokers in future delivery as well as the cash grain receivers; and of the commission merchants as well as the elevator proprietors.

Before a committee of Congress at Washington not long ago Mr. Merrill gave the misguided advocates of anti-option legislation such a clear exposition of the necessity for future delivery sales of grain that the Scott bill was promptly amended to omit grain. As chairman of its grain committee Mr. Merrill has rendered the Board valuable service in past years. His business ability has been relied upon to liquidate bankruptcies that threatened to cause loss to many grain commission firms.

Since 1886 Mr. Merrill has resided at Hinsdale, where for 4 years he was a trustee and for 9 years president of the village. He has a daughter and one son, the latter a sophomore at Princeton. A portrait of Mr. Merrill is reproduced herewith.

Exports of Hay.

Hay amounting to 43,901 tons was exported during the first ten months of 1910, compared with 49,880 tons exported during the corresponding months of the previous year.

Canadian hay in transit to foreign countries was received and shipped during the first ten months of last year at these five ports on the Atlantic seaboard, Baltimore, Boston, New York, Philadelphia and Portland, Me., amounting to 30,661 tons, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Canadian Grain in Bond.

Canadian wheat in transit to foreign countries was received and shipped from American ports on the Atlantic seaboard during the first ten months of 1910 as follows: Baltimore, 1,448,030 bus.; Boston, 3,970,890 bus.; New York, 4,549,402 bus.; Philadelphia, 3,282,015 bus.; Portland, Me., 3,930,043 bus.

A summary of the various grains that passed thru those five ports in transit from Canada to foreign countries during the ten months shows the following totals: 781,730 bus. of barley, 460,778 of buckwheat, 955,561 of oats, 59,108 of rye and 17,180,380 bus. of wheat, as reported by O. P. Austin, chief of the Bureau of Statistics.

Barley prices have advanced during the past year to quotations nearly double the figures of two years ago, the best grade now selling close to 90 cents per bu. The crop of 1910 was the smallest in three years.

Keeping a Record of Grain Shipped.

BY J. C. C.

Bookkeeping is a systematic record of all business transactions. This record should be complete in every detail, yet it should not be superfluous in any way. The best system of bookkeeping is that which will give all necessary information of every transaction in the simplest and most convenient way. If the record is not complete, if some detail is omitted, there will probably be confusion and annoying differences later.

If unnecessary details are recorded, not only is the time required in making the entry wasted but the record is cumbersome. To obtain the best results careful study must be given to methods of bookkeeping, and the needs of the grain business. Special forms must be designed which will facilitate the keeping of a complete record of essential facts.

A railroad company can not be expected to entertain a claim on a shipment if the shipper's own books do not support and verify his statements. If railroads granted refunds on all claims for damages, there might be some reason for an advance in freight rates. The shipper should also be prepared to uphold his rights in any dispute which may arise after the shipment has arrived at destination. For these reasons the grain shipper should be very careful to keep on file all information necessary to establish his rights.

The shipper should keep in a systematic way all information regarding each car shipped. A confirmation of sale, a duplicate of weights of grain loaded into car, and a duplicate of B/L should be attached to any other information regarding the shipment and filed by car number that immediate reference may be made.

In order to make the information regarding each shipment more complete, and accessible, a specially designed form should be used for recording the essentials of each car shipped. This book should contain columns for record of the sale, giving date, to whom sold, kind of grain, price, amount, grade and terms of shipment; columns for a record of the shipment giving the date, weight, grade, car number and initial, route, freight, and the amount of draft. The book should also contain a record of the returns from the shipment on arrival at destination, giving the bushels returned, grade, discount (if any), commission, other charges, balance due, and remarks.

Such a complete account will, of course, take a little time and trouble; but the amount of time and money which the system saves on one shipment which "goes bad" will over-balance the labor in keeping a complete record on all other shipments.

The entire corn situation is rehearsed by E. W. Wagner & Co. in their Jan. 1911 Corn Circular, which no investor in this cereal should be without.

In his argument for the extradition of C. A. Tilles to Washington for trial Attorney H. S. Robbins at St. Louis Dec. 27 stated that Tilles had put money into the Standard Stock & Grain Dealers alleged bucket-shop of Jersey City, and in four months the company made \$725,000 profits and that Tilles received one-third of it. The government has apparently succeeded in tracing Tilles and the Cellas as the backers of the bucket-shop.



Moffett Photo.
J. C. F. Merrill, Chicago, Ill.
President Board of Trade.

Seeds

The Whitney Eckstein Seed Co. of Buffalo, N. Y., has applied for a trade mark on "Phoenix" popcorn.

New York received 2,326 bags of clover seed during the week ending Jan. 7, against exports of 925 bags, probably alsike.

The Galloway Bros.-Bowman Co. has recently been formed at Waterloo, Ia., to deal in seeds. Among those interested is M. L. Bowman.

Merle Ainsworth of Mason City, Ill., who is associated with his father, W. T. Ainsworth, in the seed corn business, was married to Miss Bernice Brock of Bloomington, Dec. 28.

Milwaukee received during December 2,400 bus. of flaxseed against 43,460 received in December, 1909. No flaxseed was shipped during December this or last year.—H. A. Plumb, sec'y Chamber of Commerce.

Duluth received during December 370,001 bus. of flaxseed and shipped 480,313, compared with 655,187 bus. received and 3,201,001 shipped in the same months of the previous year.—Chas. F. Macdonald, Sec'y Board of Trade.

Minneapolis received during December 534,680 bus. of flaxseed and shipped 47,590 bus. compared with 601,450 bus. received and 85,640 bus. shipped during the same month of the previous year.—John G. McHugh, Sec'y Chamber of Commerce.

The Diamond Seed Co. has been incorporated at Springfield, Mo. The capital stock is \$25,000; and W. J. Wood, who was for many years traveling salesman of the McGregor-Noe Hardware Co., has been elected pres. He is well known thruout Southwest Missouri, where the new company will solicit business.

Baltimore received during December 1,055 bus. of clover seed and no timothy compared with 1,505 bus. of clover seed and 2,254 bus. of timothy seed received in the same month of the previous year. In December 138 bus. of clover seed was shipped and no timothy against 1,800 bus. of clover and 10,180 of timothy seed shipped in December, 1909.—James B. Hessong, Sec'y Chamber of Commerce.

A big shortage in the clover seed crop of Ohio and Indiana, which are generally the largest producers, caused farmers there to hoard their small crops. The invisible supply will almost decide the price the last half of March. Before then the market will be sensitive to the cash demand which some eastern buyers say will come late because of the comparatively high price. Imports will supply some of the eastern demand.—C. A. King & Co.

Toledo received during the week ending Jan. 7, 917 bags of clover seed and shipped 2,230 bags, against 725 bags received and 859 bags shipped during the corresponding week of last year. During this season, Toledo received 39,655 bags of clover seed and shipped 12,855 bags, compared with 30,704 bags received and 8,098 bags shipped in 1909-10 to date. Receipts of alsike during the week were 161 bags, for the same week of last year 320 bags, and for the season 7,601 bags, compared with 7,674 last season.

Imports of clover seed during the first ten months of 1910 amounted to 13,784,617 lbs.; exports, 3,806,546 lbs.; compared with 13,528,670 lbs. imported and 11,778,856 lbs. exported during the corresponding months of the previous year. Imports of flaxseed during the ten months aggregated 6,405,983 bus.; exports, 4,197 bus.; against 922,632 bus. imported and 3,021 exported in the same months of 1909. Timothy seed exported during the ten months prior to Nov. 1, 1910, amounted to 17,188,197 lbs., against 16,988,983 lbs. exported in the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Chicago received during the week ended Jan. 7, 160,000 lbs. of timothy seed, 40,000 of clover, 283,200 lbs. of other grass seeds, 7,000 bus. of flaxseed and 386,600 lbs. of broomcorn seed; compared with 144,500 lbs. of timothy seed, 6,550 lbs. of clover, 1,030,800 lbs. of other seeds, 23,000 bus. of flaxseed and 153,410 lbs. of broomcorn seed in the corresponding week of 1910. Shipments of seeds during the week ended Jan. 7 included 242,300 lbs. of timothy seed, 31,000 of clover, 527,200 of other seeds, 4,700 bus. of flaxseed and 41,300 lbs. of broomcorn seed; against 215,435 lbs. of timothy seed, 32,200 of clover, 524,601 lbs. of other seeds, 4,776 bus. of flaxseed and 83,740 lbs. of broomcorn seed in the same week of last year.

J. Bolgiano & Son have purchased a mammoth new pier and warehouses on the water front at Baltimore, Md., having over 75,000 square ft. of floor space. In the new warehouse the company has installed up-to-date equipment for handling grass, clover and field seeds. The machinery is automatic, so it is possible to unload a car of grain or field seed, weigh, clean and reload in a remarkably short time. All the railroad and steamship companies entering Baltimore deliver freight to the firm's piers without extra charge, thus saving thousands of dollars in drayage. Under the direct personal supervision of one of the United States Department of Agriculture experts, now associated with the firm, a very complete seed testing and analyzing laboratory has been installed, placing the firm in a position to give buyers accurate and trustworthy information about the seeds offered for sale.

To answer the many and increasing inquiries for names of seed growers who have seed for sale the Oklahoma State Board of Agriculture has decided to establish a list, dividing the growers into three classes. One list will embrace those farmers who have seed for sale and who have had them inspected by an inspector from the farm demonstration department. The second list will embrace those who have had their seed inspected from sample only by the agronomy department of the experiment station. The third list will embrace those who have not had their seed inspected by either method. In this way the Board will be able to inform inquirers as to just what degree of reliability may be attributed to the seed offered. Growers desiring to have their seed tested may send samples to the superintendent of demonstration farms, at Guthrie, Okla., who will forward them for test to the agronomist of the experiment station at Stillwater, Okla.

The first calendar of the season which is handsomely decorated with a beautiful reproduction of Kenyon's famous painting "Safely Guarded" comes from A. Bender of Cincinnati.

The Mann Pure Seed Bill.

James R. Mann of Illinois, chairman of the committee on interstate and foreign commerce of the House of Representatives, has recently introduced the following bill, H. R. 29163, to prevent the transportation of adulterated and misbranded seeds and bulbs:

The introduction into any State, Territory, or District of the United States from any other State, Territory, or District, or from any foreign country, or the shipment to any foreign country of any seed or bulbs adulterated or misbranded, within the meaning of this Act, is hereby prohibited; and any person who shall knowingly ship from any State, to any other State, or to a foreign country, or who shall receive in any State, from any other State, or foreign country, and having so received shall knowingly deliver or offer to deliver in original unbroken packages, for pay or otherwise, to any other person any seed or bulbs adulterated or misbranded, within the meaning of this Act, shall be guilty of a misdemeanor, and for such offense be fined not exceeding \$200 for the first offense and for each subsequent offense be fined not exceeding \$500 or be imprisoned not exceeding one year, or both, in the discretion of the court: Provided, however, That this Act shall not apply to seed or bulbs to be used solely for propagation or testing and not for sale or distribution: And provided further, That nothing in this Act shall be held to prohibit the transporting, handling, and storing of seed and bulbs for the purpose of being cleaned, mixed, graded, or labeled before being offered for sale for seeding purposes.

Sec. 2. The Secretary of Agriculture shall make uniform rules and regulations for carrying out the provisions of this Act, and, for the same purpose, may from time to time publish standards for different kinds and varieties of seed and bulbs and for different grades of the same kind or variety of seed or bulbs.

Definition of Seed. Sec. 3. That the term "seed," as used in this Act, shall include vegetable, flower, cereal, grass, clover, forage plant, and other agricultural and horticultural seeds intended for seeding purposes.

Adulteration Defined.—Sec. 4. That for the purposes of this Act seeds and bulbs shall be deemed to be adulterated—

First. If seed purporting to be orchard-grass seed contain more than 3% of rye grass or meadow fescue; if seed purporting to be Kentucky blue-grass seed contain more than 3% of Canada blue grass; if seed purporting to be red-clover seed contain more than 3% of yellow trefoil; if seed purporting to be alfalfa seed contain more than 3% of yellow trefoil, burr clover, and sweet clover, singly or combined; or if any seed or bulbs purporting to be of one kind or variety contain more than 5% of another kind or variety: Provided, That no seed or bulbs shall be deemed to be adulterated, within the meaning of this paragraph, when accompanied by a statement or label in the form and manner prescribed by the rules and regulations in this Act provided for giving the names and amounts or proportions of the kinds or varieties of seed or bulbs contained therein.

Second. If seed of any kind or variety of clover, alfalfa, or flax contain more than one seed of dodder to 3,000 seeds of clover, alfalfa, or flax, respectively; or, if any seed contain weed seed to an extent which renders it unfit for seeding.

Third. If any seed or bulbs contain, respectively, dead seed or dead bulbs or other matter in sufficient quantities to materially reduce the value for seeding or planting purposes: Provided, That no seed or bulbs shall be deemed to be adulterated, within the meaning of this paragraph, when accompanied by a statement or label in the form and manner prescribed by the rules and regulations in this Act provided for giving the amounts or proportions of live seed or bulbs and other matter contained therein.

Fourth. If there shall be knowingly added to seed any weed seed or dead seed, or any other matter materially reducing its value for seeding purposes: Provided, That it shall not be construed as a violation of this paragraph to blend different lots of seed of the same kind or variety which are not themselves adulterated, within the provisions of this Act, or to mix different kinds or varieties of seed when named and labeled so as to plainly show the same to be a mixture.

Misbranding.—Sec. 5. That, for the purposes of this Act, seed and bulbs shall be deemed to be misbranded—

First. When one kind or distinguishable named variety of seed or bulb shall be of-

ferred for sale under the name of another kind or distinguishable named variety of seed or bulb.

Second. If in package form and the quantity of the contents is stated, they are not plainly and correctly stated in terms of weight, measure, or count, or if the package shall not plainly show the year in which the seed or bulbs were packeted.

Third. If the seed or bulbs be falsely labeled or branded as to the State, Territory, locality, or country in which raised or produced.

Fourth. If the package containing it or its label shall bear any statement, design, or device concerning the seed or bulbs contained therein, which statement, design, or device, shall be false or misleading in any material particular, or if the contents of the package as originally put up shall have been removed in whole or in part and other contents shall have been placed in such package.

U. S. Standards.—Sec. 6. That whenever the Secretary of Agriculture shall have made public, in accordance with the provisions of this Act, any standards of seed and bulbs it shall be lawful for seed and bulbs complying in all respects with the standards so published by the Secretary of Agriculture to bear upon the label, together with the name of the article, the inscription "United States Standard;" and any person who shall use such inscription or words of similar import in any way as descriptive of any seed or bulb, subject to the provisions of this Act, which does not comply with the standards so published by the Secretary of Agriculture, shall be guilty of a misdemeanor, and for each offense be fined not exceeding \$1,000.

Guaranty.—Sec. 7. That no dealer shall be prosecuted under the provisions of this Act when he can establish a guaranty, signed by the wholesaler, jobber, producer, or other party residing in the United States from whom he purchased such articles, to the effect that the same are not adulterated or misbranded within the meaning of this Act, designating it. Said guaranty to afford such protection shall contain the name and address of the party or parties making the sale of such articles to such dealer, and in such case said party or parties shall be amenable to the prosecutions, fines, and other penalties which would otherwise attach, in due course, to the dealer under the provisions of this Act; but it shall not be lawful to place on any package or container of seed or bulbs any label showing that the same are guaranteed under this Act unless such label further shows that the guaranty is by the producer or wholesale or other dealer, nor unless such label further complies with the rules and regulations to be made by the Secretary of Agriculture, as herein provided for.

Seizure.—Sec. 8. That if any seed or bulbs that are adulterated or misbranded within the meaning of this Act and are being transported from one State, Territory, or District to another for sale, or, having been transported, remain unloaded, unsold, or in original unbroken packages, or if the same be sold or offered for sale in any Territory or District, or are imported from a foreign country for sale, or are intended for export to a foreign country, shall be liable to be proceeded against in any district court of the United States within the district where the same are found, and seized for confiscation by a process of libel for condemnation. And if any such seed or bulbs are condemned as being adulterated or misbranded, within the meaning of this Act, the same shall be disposed of by destruction or sale, as the court may direct, and the proceeds thereof, if sold, less the legal costs and charges, shall be paid into the Treasury of the United States: Provided, however, That upon the payment of the cost of such libel proceedings and the execution and delivery of a good and sufficient bond to the effect that such seed or bulbs shall not be sold or otherwise disposed of contrary to the provisions of this Act, or the laws of any State, Territory, or District, the court may by order direct that such seed or bulbs be delivered to the owner thereof. The proceedings of such libel cases shall conform, as nearly as may be, to the proceedings in admiralty, except that either party may demand trial by jury of any issue of fact joined in any such case, and all such proceedings shall be at the suit of and in the name of the United States.

Imports.—Sec. 9. That the Secretary of the Treasury shall deliver to the Secretary of Agriculture, upon his request, from time to time samples of seed and bulbs being imported into the United States or offered for import, giving notice thereof to the owner or consignee, who may appear before the Secretary of Agriculture and have the right to introduce testimony,

and if it appear from the examination of such samples that any seed or bulbs offered to be imported into the United States are adulterated or misbranded within the meaning of this Act, or are otherwise falsely labeled in any respect, or are of a quality forbidden entry into or forbidden to be sold or restricted in sale in the country from which exported, or are intended for adulteration purposes, or contain dead seed or dead bulbs, or other matter in sufficient quantity to materially reduce the value for seeding or planting purposes, the said seed or bulbs shall be refused admission under such regulations as the Secretary of the Treasury may prescribe: Provided, That the Secretary of the Treasury may deliver to the consignee such seed or bulbs, pending examination and decision in the matter, on execution of a penal bond for the amount of the full invoice value of such seed or bulbs, together with the duty thereon, and on refusal to return such seed or bulbs for any cause to the custody of the Secretary of the Treasury when demanded, for the purpose of exclusion from the country, or for any other purpose, said consignee shall forfeit the full amount of the bond: Provided further, That such seed or bulbs may be reclaimed in accordance with such rules and regulations as may be prescribed by the Secretary of Agriculture, and when so reclaimed as to comply with the provisions of this Act, the seed shall be released to the consignee or owner, but the screenings removed from such seed or bulbs shall be disposed of in the manner prescribed by the Secretary of Agriculture.

Sec. 12. That this Act shall take effect and be in force from and after its passage, except that no penalty of fine, imprisonment, or confiscation shall be enforced for any violation of its provisions occurring prior to the expiration of eighteen months after its passage.

Grass Seed Dealers Favor Separate Legislation.

At a meeting of the directors of the Wholesale Grass Seed Dealers Ass'n, at the LaSalle hotel, Chicago, Jan. 5, at which all but one of the board were present, considerable routine business was taken up and finished.

The two seed bills which have been introduced into Congress and referred to the committee on interstate and foreign commerce were discussed. The consensus of opinion seemed to be that the wholesale seed dealers should advocate the passage of a national bill regulating the handling of grass and agricultural seeds, properly drawn, so as to allow dealers to transact business under its provisions. Of the two bills that are now in Congress it was thought that H. R. 20373, which regulates the importation of seeds into the United States, is the more practicable and would cover the ground desired.

The grass seed dealers believe it to be desirable that their branch of the business should be legislated upon separately from the garden and flower seed trade.

Winchester, Ind., Jan. 9.—We have a fine quality of clover seed this year.—P. E. Goodrich, of Goodrich Bros. Hay & Grain Co.

Peoria received 90,000 bus. of seeds in December and shipped 270,000, compared with 41,240 bus. received and none shipped in the same month of the previous year.—John R. Lofgren, Sec'y Board of Trade.

As long as I am in the grain business I expect to continue with the interesting Grain Dealers Journal.—Wm. Baugher, mgr. eltr. Leesburg Grain & M. Co., Leesburg, Ind.

The wheat acreage of Argentina in 1910 is 15,451,000 acres, compared with 14,418,000 acres in 1909, which shows a gain of 1,033,000 acres. The flaxseed area in 1910 is 3,717,000 acres, compared with 3,587,000 acres in 1909.

C. P. Moss Chosen President of Kansas City Board.

Celsus P. Moss was elected pres. of the Kansas City Board of Trade Jan. 3 without opposition.

Mr. Moss has always been identified with the grain trade, having begun as office boy for French Bros. in 1881, and being now practically at the top of the ladder as the pres. of his own firm, the Moss Grain Co. When French Bros. was made a corporation in 1888 Mr. Moss



Celsus P. Moss, Kansas City, Mo.
Pres. Kansas City Board of Trade.

was chosen sec'y-treas, which position he held until 1895, when he sold out his interests and started in business on his own account.

He has served the Board very efficiently as a director for two terms, second vice-pres. in 1909, and first vice-pres. in 1910. He is a member of the Kansas City Club, Evanston Golf Club and the Commercial Club. He was born at Kingsville, Mo., in 1861. A portrait of the new president is reproduced in the engraving herewith.

We surely need the Journal in the grain business.—A. B. Pennock & Son, Aurora, Kan.

H. B. Harland of the United States Dept. of Agri. has been conducting investigations in growing barley and selecting new varieties thruout the United States with headquarters at the Minnesota Exp. Sta., because that state is in the center of the barley region. He is seeking a new variety of 6-rowed barley, each row of which shall contain berries of uniform size. The rows of berries on the edge of a head of barley are now larger than the inner rows, which is a detriment in malting, causing unequal germination, as the smaller berries germinate sooner than the larger. By cross-breeding and selection more than 150 specimen heads have been obtained.

Dinner to George F. Stone.

"In life—not death—
Hearts need fond words to help them on
their way;
Need tender thoughts, and gentle sym-
pathy,
Caresses, pleasant looks, to cheer each
passing day;
Then hoard them not until they useless be;
In life—not death—
Speak kindly. Living hearts need sym-
pathy."

On Thursday evening, Jan. 5th, a dinner was tendered to George F. Stone at the Blackstone Hotel, Chicago, by his many friends of the Board of Trade, which will long be remembered as one of the pleasantest evenings of their lives. Men prominent in the trade sung many well merited encomiums of the Board's able Secretary.

Walter Fitch, the best toastmaster that ever happened, was in his best mood and kept the speakers guessing and his auditors smiling. Following are brief extracts from the splendid addresses given:

PRESIDENT A. STAMFORD WHITE:
It seemed to me to be a happy thought on somebody's part when I heard a week or two ago that some of Mr. Stone's friends were planning to give a dinner in his honor, and as an active member of the committee put it "an opportunity of telling him to his face just what we think of him." I feel happy that the day has fallen just within my official term now drawing to a close, so that almost the last occasion on which I shall be called upon to preside is so thoroly congenial. Some twenty-five years ago, two years before becoming a resident of Chicago, I was delegated by the Chamber of Commerce and the Grain and Provisions Dealers Ass'ns of the City of Liverpool to felicitate the Board of Trade at the dedication of the new building. Who would think that the new building has, in the opinion of many, so soon grown old? After delivering the message of greetings and congratulation I was retiring to the rear of the stage when I received a handshake and just half-a-dozen cheery words, leaving a pleasant impression which the lapse of over a quarter of a century cannot efface. I have found since, that that is characteristic of the Secretary whose regard for the amenities of life cause many visitors to leave his office in a pleasant frame of mind and many of those who came with a grievance to leave at least mollified and sometimes glad that they had some trouble to take them there.

I would like to emphasize the fact that much of the smooth working of the affairs of the Association is due to the thoro system which obtains in the office of the Secretary. When we pause to consider that administrations change, directors change, committees change, we can readily realize how essential it is to have an efficient permanent officer, and how fortunate the Board of Trade has been, and is, in having for its permanent Secretary a man of the ability, character and tact of George F. Stone—a gentleman who commands the respect not only of our members and the entire commercial community of Chicago, but also of the officials of every Exchange in the length and breadth of this continent.

Gentlemen, I now have pleasure in presenting Mr. Walter Fitch, the Toastmaster of the evening.

MR. WALTER FITCH: Mr. President, the first official act of the Toastmaster after receiving from you, sir, his badge of authority, is to state that it is eminently proper to open with song, and we have arranged for the rendering of that good old stein song. It will be lead by that celebrated California barytone, David Angastoria Noyes.

("When good fellows get together," sung lead by Mr. Noyes.)

MR. FITCH: The first toast of the evening, gentlemen, is George F. Stone, the Secretary. There are many of you here who have the privilege of knowing George F. Stone, the Secretary, and George F. Stone, the man, but if you ever during the sessions of the Board have seen a man mounting the stairs leading to the balcony, bringing his gavel down sharply, raising his right hand, causing the session of the Board, the heart of the greatest commercial center of the world, to stop, that is George F. Stone, the Secretary.

I am going to ask a gentleman to say a few words to that toast, George F. Stone, the Secretary. Mr. Geo. R. Nichols.

MR. GEO. R. NICHOLS: George F. Stone, the Secretary.

How shall we separate and identify George F. Stone, the Secretary, and George F. Stone, the man? for as Henry VanDyke has said, "We cannot divide our work from ourselves, nor isolate our future from our qualities."

"A ship might as well try to go north with her foresail, and south with her mainsail as a man to go one way in conduct and another way in character, what we do belongs to what we are."

Shall we simply say that when our Directors, in weariness, turn from some vexatious matter saying, "Let George do it," the Secretary emerges and can be identified as the resourceful, alert, and capable official who for more than a quarter of a century has given the best that is in him to the service of our Association.

We have come up here to-night not to bestow the laurel upon the man who has finished his race, but rather to cheer and laud the runner as he pauses for a moment at another mile-stone on his course, and to wish him Godspeed, with health and strength for another quarter of a century.

It is unnecessary to recite the events leading up to the appointment of Mr. Stone. The choice was a most fortunate one, for he has worn well. We have not grown tired of him and we sincerely hope that he has not grown tired of us. When we think of the many administrations through which our Secretary has served, we wonder at his adaptability, for in some places there appear strange curves and tangles.

Without exception our Presidents have retired from office with a higher regard and warmer friendship for the Secretary than they entertained when they entered upon their duties; and withal Mr. Stone has not effaced himself, he has not surrendered his self-respect nor his individual conscience.

As Stevenson puts it, "He has kept friends but without capitulation."

Furthermore, the Secretary's office has not been a Holy of Holies, where none but the elect might enter. Mr. Stone is the most accessible of men and the "Settling Clerk" with his troubles and protests is

received with the same courteous consideration that is extended to the highest official.

In an ever widening field of usefulness Secretary Stone has shown himself altogether adequate. He has magnified his office and made it honorable, for with tongue and pen he has so colored the common-places of trade, that merchants everywhere have been made to appreciate the unusual responsibilities and possibilities that rest in the hands of those who distribute the food products of the world.

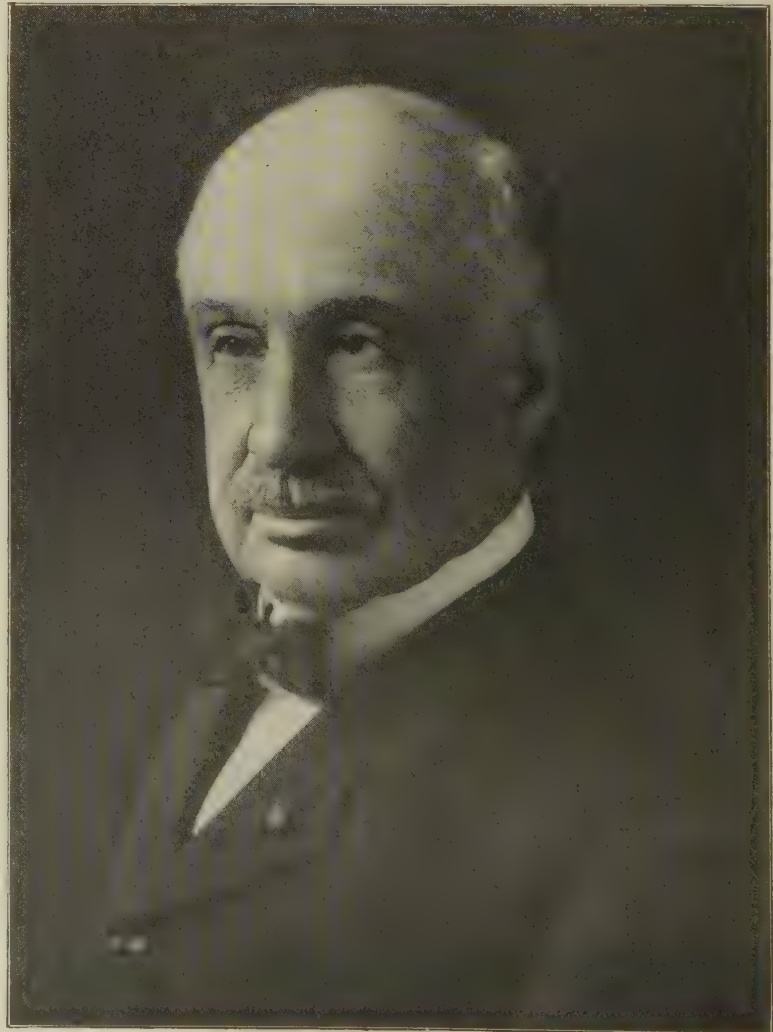
MR. FITCH: There is a little thriving city in the western part of the state that has contributed some good members to the Board of Trade, and we should be pleased to hear from Mr. Robert McDougal, formerly of Peoria.

MR. ROBERT McDUGAL: A few days ago Mr. Stone said he was getting to be an old man. That, perhaps, is the only falsehood he ever spoke. He is not an old man; he is a young man—young in intellect, young in physical virility, etc. I doubt if there is any other man holding public office who has done more good in the last twenty years to young men and to old men than this same George F. Stone.

MR. FITCH: I have had the pleasure of introducing to you many times before and I have always done so in these terms, Chicago's Honest Alderman, Wm. S. Jackson.

HON. WM. S. JACKSON: In the many changes in the official life of the Board of Trade, one man prominent in that life has ever remained steadfast at his post, an acknowledged tower of strength to those selected to administer its affairs—no one has ever dreamed of a change and no one ever will until Divine Providence shall call him to a high sphere. His impartiality, devotion and fidelity, his never failing courtesy and kindness have endeared him to all, he possesses the confidence of all, is implicitly trusted by all, no man in the history of the Association has ever so fully gained the respect and esteem and love of its members.

MR. FITCH: I am going to take your time for a moment to read a letter that was sent to me under date of January 3d



Geo. F. Stone, Chicago, Secretary Board of Trade Since February, 1884.

by Mr. E. D. Bigelow, Secretary of the Kansas City Board of Trade. It is so filled with beautiful sentiments that I think it should be read.

A WORD FROM KANSAS CITY.

Board of Trade of Kansas City, Missouri.
Secretary's Office.

Kansas City, Mo., Jan. 3d, 1911.

Mr. Walter Fitch, Chicago, Ill.

Dear Mr. Fitch:

I regret exceedingly that the pressure of business will make it impossible for me to meet with the many friends of Geo. F. Stone, who will gather to do him honor at the close of another of his many years of splendid service and to offer him, as we stand upon the threshold of a new year, this expression of their appreciation and affection (for we all love him) as an inspiration to him for the days and years to come. I esteem it a rare privilege to have known Mr. Stone and to be counted among his friends, for the friendship of such a man is a prize beyond price.

To the Chicago Board of Trade, I desire to offer my heartiest congratulations, that for so many years they have been able to retain in the position of Secretary a man of such fine ability, such rare charm, such lofty ideals, and such unswerving integrity. The rare ability with which he has graced the position of Secretary of the Chicago Board of Trade has had a most potent influence in dignifying such office in all exchanges, and I earnestly pray that this man may be spared for many years of useful service to your organization and to kindred organizations.

Yours fraternally,

E. D. Bigelow.

Now we have heard from the southwest, let us turn to the Northwest for a word from Mr. Piper, President of the Minneapolis Chamber of Commerce.

MR. GEO. F. PIPER: I have been on the Directory of the Chamber of Commerce for fifteen years, and I notice when we get into a very tight pinch and do not know what to do, we say let us write to the Chicago Board of Trade, let us write Secretary Stone.

MR. FITCH: When that great soldier and fighting man, Napoleon Bonaparte, thot of his army there was nothing he praised so much as his Old Guard. I am going to introduce to you the Old Guard of the Board of Trade, Capt. I. P. Rumsey.

CAPT. I. P. RUMSEY: No one of us ever visited the Secretary's office but what we felt and knew we had a friend, always glad to see us, and when we left we always felt better than when we went, better for having called upon our honored Secretary. That is the kind of a man we have and every President and every member of the Directory appreciates him, and let me tell you that it is my opinion that no organization ever had a greater Secretary than George F. Stone. (Applause.)

MR. FITCH: Naturally the counsel we have had has been thrown in close touch with the Secretary's office, and I am going to ask Mr. Robbins to say a word or two.

MR. H. S. ROBBINS: It is true that the Attorney comes in frequent contact with the Secretary, more frequent contact with the Secretary than with any other officer of the Board, and during the thirteen years it has been my privilege to serve you I have been in frequent conference with him. I have had a great many perplexing questions that have arisen that had no solution in books. They were not legal in a sense that you could go to a book and find out what some old fossil of a judge has said about it and take his authority, and in the perplexities and many of them respecting the legal affairs of the Board, I have received untold aid from the wisdom and the long-sighted thoughtfulness of Mr. Stone. He has contributed more than any of you know to the satisfactory solution of such questions, and I should be wanting in feeling if I did not on an occasion of this kind express to him and tell you what a useful adjunct to the legal department the Secretary of the Board has been.

Mr. Stone in a marked degree has exhibited a thoro and phenomenal appreciation of the functions of this exchange and has time and again aptly expressed what a great useful thing it is. I think he has rendered to this exchange and the other exchanges of the country a service which it is difficult to overestimate.

JOHN J. STREAM: I wish I were "plugged" again. I came to listen, I came here like most of you to pay silent tribute to him who by his genial, noble character has endeared himself to all of us. Words cannot add any more.

MR. JAMES A. PATTEN: After I have listened to the remarks made here in regard to Secretary Stone I almost feel convinced that he has made a mistake in his

calling in life. What a grand politician he would have made. For twenty-five successive years Mr. Stone has been annually elected to the office of Secretary without protest from its members or a dissenting vote of its Board of Directors. He must possess peculiar qualifications to accomplish such a record. He must be a harmonizer. No charge has ever been laid to his door that he is under the influence of any man on the Board of Trade. He never has been guilty of calling any one a harsh name, and through successive administrations that have followed each other oftentimes differing in policy, Mr. Stone has been able to fill the office of Secretary to the great satisfaction of every administration.

No man has come away from his office feeling that he has been discourteously treated. I feel, Mr. Stone, that we need men of your type in all walks of life. You are an example for the rest of the world to follow. Your influence has not only been over the members of this Board, your influence is much wider.

MR. FITCH: You have heard the remarks on George F. Stone, the Secretary, and now something will be said about Mr. George F. Stone, the man, and as I repeat the word Man it takes me back to my Shakespeare, to the play of Julius Caesar. I am probably taking some liberties in quoting: "He does what he does for the common good of all. His life was gentle; and the elements so mix'd in him, that Nature might stand up and say to all the world, 'This is a man!'"

I take pleasure in introducing Mr. H. N. Sager.

Hiram W. Sager: George F. Stone! George F. Stone! How at mention of that honored name the floodgates of memory open wide for the rushing torrent of fond recollections that beat upon the hearts of those of us, who through close relationship and through the intimacy of friendship, have been privileged to sit at the feet of the man we delight to honor! We see him in the tender relations of the home, a gentle devoted husband, a kind affectionate father. We admire him in the broader field of civic duty—a splendid citizen of the best type, bringing to the discharge of his civic duties discriminating intelligence, earnest purpose, devoted patriotism. We glory in his long and useful business career, unstained by the slightest blot of dishonor, untarnished by any breath of scandal, undimmed by any shade of suspicion.

George F. Stone, the accomplished scholar; George F. Stone, the loyal friend; George F. Stone, a splendid example of the best type of American citizenship! We admire, we honor, and we love him.

I am sure there is scarcely a man in this audience who does not join with me in bearing testimony that his life has been made better, his sympathies broader, and his ideals more lofty through the helpful kindly influence of our gentle friend, our beloved secretary.

Thrice blessed is he who gives, and he who through his character, his personality, his example gives inspiration to his fellows for better lives bestows upon them a priceless jewel. This has been Mr. Stone's great gift to his day and generation.

MR. FITCH: You have listened to-night, gentlemen, to a President that was; you have listened to a President that is; it is only right that you should listen to a President that is to be. I am going to ask a few words from the next President of the Board of Trade, Mr. J. C. F. Merrill.

MR. MERRILL PRESENTS PUNCH BOWL.

Mr. Toastmaster, Mr. Stone and fellow members:

As one who has known Mr. Stone for well nigh a third of a century, by invitation of the committee, it becomes my duty and pleasure to express in a few words my own commendation of his sterling character and loyal services to this institution, as I have observed them through these many years of association, both personal and official. I feel sure that I but echo the deepest sentiments in the minds and hearts of every one present, when I say that the proud position which the Board of Trade of the city of Chicago occupies in the business affairs of the entire world has been largely enhanced by the dignity, the efficiency, and the unswerving loyalty with which he has served it for now over a quarter of a century. Scientists tell us that so far distant is even the nearest star, that if it were blotted out completely its light would still shine in the heavens with undimmed luster for several years. It can be as truly said of Geo. F. Stone, that long after he has gone from our midst

this Board will feel the inspiring influence of his personality, and will lean for support upon the splendid prestige and power, with which he has been so instrumental in endowing it.

It therefore becomes my joyful duty, Mr. Stone, to present to you a token of the affection and esteem in which you are held by all present to-night and the entire Board of Trade, of which we are but a part. As the years pass on you may forget the personal tributes paid by word of mouth to you to-night. It is the belief of your friends, however, that this bowl (presents beautiful punch bowl to Mr. Stone) would serve to both you and yours as an emblem of that abiding affection in which you are held by us all, long after our voices are stilled and we pass to other shores.

Sec'y Stone begged permission to say a word and altho quite overcome by the many expressions, thanked his hosts for the many kind words and told them that to his many faults they were a little blind and to his virtues very kind. He also thanked the donors for the magnificent punch bowl which he assured them would be long prized by himself and family.

David Noyes closed the formal proceedings by leading the banqueters in singing "Auld Lang Syne."

All present crowded around the speaker's table for an opportunity to extend their congratulations to Sec'y Stone and the greatest testimonial dinner ever given to any grain exchange secretary was over.

Death of G. W. Ehle.

G. W. Ehle, traveling representative of Lamson Bros. & Co. and well known and well liked by the shippers of Illinois and Iowa, died in Chicago Jan. 4, as the result of blood poisoning which had set in but a few days previous.

Mr. Ehle was born in Winona, Minn., 63 years ago and was closely identified with the grain trade nearly all his life. After operating a country elevator for some time, Mr. Ehle joined the Brooks-Griffith Co. of Minneapolis, later coming to Chicago, where he entered the employ of Ware & Leland and represented that firm for nearly five years. For the last four years Mr. Ehle traveled thru Illinois and Iowa for Lamson Bros. & Co.

Big-hearted and cheerful, always anxious to help others, Mr. Ehle will be sorely missed by all with whom he had come in contact.

The remains have been taken to his boyhood home at Winona by his widow, who with two sons, survives him.

A photograph of the deceased is reproduced herewith.



G. W. Ehle, Chicago, Deceased.

Selecting a Receiver.

Nearly every country shipper occasionally becomes dissatisfied with the way his receiver handles his grain, with the natural result that he tries a new firm. The average shipper *first* makes sure that the firm is a member of the exchange in the market to which he contemplates shipping his grain. That is the most essential requirement, for without membership few grain commission merchants can handle grain shipments to the shipper's best advantage and surely cannot do it so economically as can a member of the Exchange.

Financial standing as well as reputation for fair dealing are always desirable, but hustle and ability to secure top of the market prices for grain of good quality is always recognized by shippers who are awake to their own interests. Some progressive receivers are so well posted as to the outlets for grain that often they can secure a better price than the old time slow-going moss-backs who haven't had a new idea for fifty years. The shipper who now and then consigns a car to a new firm, other conditions being equal, is sure to learn something regarding the selling ability of his own favorite receiver.

We have received the opinions of several different shippers on the methods to be pursued in selecting a new receiver which are given below. Should any other dealer desire to express his views, they will be most welcome.

NEVER CHANGE.

Lansing, Ia.—We have shipped to same firm for many years.—G. Kerndt & Bros.

ONE FIRM SATISFACTORY.

Driscoll, N. D.—We have shipped all our grain to one Minneapolis firm—Equity Grain & Merc. Co., H. W. Long, Mgr.

NEVER LOST A GRAIN ACCOUNT.

We ship only to those that we know are absolutely straight and responsible in every respect. We never change receivers except we ship to different localities. We have never lost any accounts yet through grain deals.—The N. C. Foster Lumber Co.

STICKS TO A CHOSEN ONE.

Elmwood, Wis.—During my time handling grain, which is about three years, we have tried two good receivers, and have chosen to the best of our judgment which of the two gave us the best satisfaction. During the last two years we have shipped almost every car to this chosen one, with very good results.—Badger State Lbr. Co., Wm. Herpst, Mgr.

STICK TO THE GEMS.

Grass Lake, Mich.—I have had experience shipping to Tom, Dick and Harry over a period of years beginning Oct., 1872, and I am still on the job paying the grower \$50,000.00 per year. I do not consign only to known firms. The high rating or standing of firms or people has no significance. I have had the meanest results from men of high office in shipping leagues and grain and hay associations. It seems that the biggest devil always works to the front and the more the pretense, the larger the gilded heading, the deeper and more thoro should be the shipper's inquiry. My firm conviction is that when you find a firm that is reasonable and tries to be just, consider them gems, and stand by them. In doing this you have the only effective punishment for the wrong doer and make it

more and more difficult for the shyster and pretender to get in his work.—E. M. Sanford.

DRAWS FOR FULL VALUE.

Rushville, Ind.—We sell our track to highest bidder who gives us fair treatment. We try to confine our sales to one firm. We never forward grain except that Shipper's Order B/L is attached to draft for nearly full value of grain. So buyer can not get grain without paying for it.—T. H. Reed & Son.

BEST RESULTS FROM STRICTLY COMMISSION FIRMS.

Lodgepole, Nebr.—As a rule we sell our grain on track here. Have found it very satisfactory to submit samples and ask for wire bids. Our wheat and rye are all sold to mills near here. In this way we save the commission. However, if in our judgment the market is on the bulge, we ship to sell on arrival. By watching the markets and weather conditions we have had very good results. We have consigned our grain to several different parties and find we get the best results from the firms who are in a straight commission business. The grain in this section has been light and rather hard to buy this year on account of containing some smut and not of a very good quality.—Persinger & Jewett.

WELL TO INVESTIGATE PREMIUM BIDDERS.

Syracuse, Ind.—When selecting a new receiver to ship grain to, I always look up the firm's financial standing, and especially its character and reputation for square dealing. I have learned that it is not always the firm with the highest rating that gives the shipper the best deal. I believe that the shipper who confines his shipments to the fewest firms will be the winner in the end. I reason that if I give a certain firm a considerable amount of business that my trade is valuable to such a firm and that such firm will realize all that it possibly can on the business that I give it. My experience in business has taught me that it is well to investigate thoroly the firm that is constantly offering big premiums over the regular markets.—A. W. Strieby, Mgr. Syracuse El. Co.

AVOIDS SPORTS AND HIGH ROLLERS.

Carrington, N. D.—I have had reason to change receivers but once since entering the business.

First, I investigate the financial standing of the firm and its method of doing business.

Second, I get all the information possible as to how members of the firm conduct themselves when off duty. In my opinion a man cannot be a "Sport," or a "High Roller" when off duty and give his best efforts or judgment to business during office hours.

Third, I believe in giving practically all my business to one firm; if worthy, they will appreciate the fact and give the best possible service.

Fourth, I try to keep thoroly versed as to the value of the different grains and grades at terminals and buy accordingly at the country elevator. Buying grain at its true value in the country is an ideal way of having a satisfactory commission house in the terminal market. Too many country shippers pay more than grain is worth, and when at the end of the year the business shows a loss, or at least no

profit, blame the commission house with being unfaithful or incompetent, which is unfair and unjust.

CHANGED ACCOUNT STANDING AND DISHONEST DEALING.

Kanona, Kan.—In selecting a receiver to consign my grain the first thing I investigate is its financial standing. Next its reputation for fair dealing and honest methods. I have quit one or two firms on account of financial standing, and five or six on account of dishonest dealing by the firm or its employees. I have been dividing my shipments with about three firms.—J. A. Stinson.

REASONS FOR CHANGING RECEIVERS.

Madison, Neb.—We ship only to firms of highest financial standing and best reputation except when terms of sale are such that we have grain in our control until it is paid for in full. Have changed receivers account too large discount on off grade grain being constantly taken. On account poor weights caused by faulty construction of receiving elevator and account shortage that receiver was responsible for and later paid.—Hume, Robertson, Wycoff Co.

CHANGES DUE TO SHRINKAGE AND DOCKAGE.

Kinross, Ia.—The reasons for changing commission and other firms are various; for instance, I sold several cars of No. 3 or better yellow corn at 15½c track, here some 15 years ago, no kick on grade, practically all 2 yellow, but they found fault about cars being loaded so heavy (40 to 4,100 lbs). Sold two cars 3 corn (1,100 bus.) some 20 years ago at 33c track here, to good firm; got 1c dockage and 40 odd bus. shrink. No doubt it was the dirty work of subalterns. Sold grain to cereal people everything was O. K. as long as the market was strong or advancing, but when the market went the other way everything went wrong, and I held the bag. I handle enough grain to make it worth while for one firm to look after my interests, at the same time I have the liberty to do as I please.—M. A. Fischer.

CHANGED RECEIVER ACCOUNT INTEREST CHARGE.

Isabel, Kans.—We very seldom ship grain to a firm but what has a first-class reputation, and has been in business for some time at the market whence we ship. We have sold grain track at our station to firms that have just started in business, but we have had dealings with them previous to their starting in the grain business for themselves. I do not think it good policy to ship to new firms before an investigation is made. I have had no serious trouble with any firm. I am sometimes tempted to do business with new firms, as they generally make pretty stiff bids, but it is not always policy to accept same. I have turned down several good bids, because I did not know the firm. I do not believe it is a good thing to ship all your grain to one firm. It is better to divide it and compare returns. Our largest shipments go to the firms that have made the best sales. We have turned down firms in the past on account of neglecting to present claims for collection which we turned over to them, and one firm for charging interest on drafts where other firms did not. On the whole we have had very pleasant business relations.—Farmers Grain & L. S. Ass'n, T. B. Oliver, Mgr., Isabel, Kan.

The Illinois Grain Dealers Ass'n.

BY S. W. STRONG.

These are times of organization, of co-operation. The ready means of communication among the people render easy, uniform or united action.

Those in like lines of trade or business have learned by experience that by co-operation they and those who deal with them are benefitted.

Organization for the benefit of all concerned in a business is prevalent throughout the nation; but there are those who can not see in organization anything other than greed and unlawful attempt to increase gain.

To the evil minded, all things are evil. Then too, many things are charged to organizations, for which they are in no sense responsible, as the things done are the acts of individuals.

It is a time also, when honest dealers are perturbed as to the tendency of the times, and desire to give publicity to their acts, either as individuals or as members of organized trade associations, so that the discerning public, the true common people, whom the great Lincoln once said, "God must have loved them, he made so many of them," may see the real intent and meaning of co-operation and organization, and not be misled by the virulent cry of the irresponsible.

The Illinois Grain Dealers Ass'n, which is now in its eighteenth year, numbers among its membership the progressive up-to-date shippers of grain. Its acts benefit all who have to do with grain, from the producer to the consumer.

The Association does not buy, sell, inspect or weigh grain. The Association stands for the largest individual liberty in the trade, conducted on lines honorable, honest, and giving a square deal to all concerned.

The producer is entitled to be paid, for every bushel of grain he delivers, for the actual grade of the grain he has to sell, the highest market price at the point of delivery. The market price at any grain receiving point is easily determined, by deducting from the price of the grain in the terminal market, the freight, cost of handling, and the reasonable margin which the shipper should be allowed as his compensation for investment, labor and time devoted to the business. No juggling or conjuring can change the above facts.

There should be every endeavor on the part of the elevator operator, to give publicity to market prices, which owing to daily fluctuations, can hardly be done otherwise than to post them in his office whenever changed.

Under the organization of grain men, the shipper has the benefit of a Court of Arbitration, with buyers in terminal markets. In the Court of Arbitration, a man's honor is the only requirement in stating his case, and three grain men constitute the Committee or Court. We have a Claims Department for collection for losses in shipment, occasioned by reason of defective cars or negligence in service.

Many abuses have been eliminated from the trade since co-operation began among grain men, chief of which was the abolishment of dockage at terminal markets.

Sixteen of the principal grain carrying roads in the State have now an "Agreement or Understanding, etc.," with the Ass'n for the adjustment of Claims for loss of grain during transportation. The weighing systems of all the terminals, or nearly all, are practically on

the same basis. Individual, independent, duly appointed officials weigh, impartially, without knowledge as to who is shipper or who is receiver of the grain.

There is so much that has been done, which stands to the credit of organized grain dealers, that all who have an interest in the production, carrying and distributing of grain, are coming to look to organized co-operation of grain men to carry forward and complete the work of securing entire uniformity in conducting the business in all the markets of the nation and the world.

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission: The H. L. Halliday Mfg. Co., of Cairo, Ill., awarded \$567.62 from the Ill. Cent. R. R. Co. on account of overcharge on 25 carloads of corn shipped from Nebraska City, South Omaha, Lehigh and Chalco, Neb., to East St. Louis, Ill.

\$27.99 to E. R. & D. C. Kolp, of Ft. Worth, Tex., from the St. L. & S. F. R. R. Co. on account of overcharge on 2 shipments of milo maize forwarded from Olustee and Eldorado, Colo., to Altus, Okla., and thence to Denver, Colo.

\$21.71 to the Pitts Mill & Eltr. Co., of Marshall, Tex., from the Texas & Pac. Ry. Co. on account of overcharge on 1 carload of ear corn, in shuck, from Mira, La., to Jonesville, Tex.

\$24 to the Fowler Commission Co., of Kansas City, from the Mo. Pac. Ry. Co. on account of grain doors furnished 20 cars of grain and grain products from Kansas City, Mo., to various interstate points.

\$118.86 each to F. D. Gill & Co., Rich-

ardson Grain Co., Bert H. Lang & Co., P. P. Williams Grain Co., Kennedy Grain Co., Cochrane Grain & Elevator Co. and Harsh Bros. & Co., all of St. Louis, from the Ill. Cent. R. R. Co. on account of overcharge of various shipments of grain from St. Louis, Mo., to various interstate destinations during May, 1910.

\$16.80 to P. A. Partrick & Co., from the Ill. Cent. R. R. Co. on account of overcharge on 1 carload of corn forwarded from Havana, Ill., to Memphis, Tenn.

Death of E. S. Greenleaf.

Edward S. Greenleaf, who died today at Jacksonville, Ill., has long been prominent in the grain business. For many years he was engaged in the business at Jacksonville and until quite recently has been engaged in extending his line of elevators into new territory. Altho Mr. Greenleaf had reached the age of 72, he did not seem disposed to retire or retrench his business operations in any way.

Years ago he was closely identified with Ass'n work and when the Grain Dealers National Ass'n was organized in Chicago in 1896, he was elected its first president. For years he was an active member of the Illinois Ass'n and through the old firm of Greenleaf, Baker & Co., of Atchison, Kans., he was a supporter of western Ass'ns. He had a host of friends in the trade who will deeply mourn his loss.

German bankers have started a crusade against bucket-shops and have enlisted the press to expose bucket-shop methods. They complain that many prominent papers continue to accept advertisements from bucket-shops.



E. S. Greenleaf, Jacksonville, Ill.
Deceased.

Changes Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Rules governing elevation allowance on grain at Cincinnati, O. are given by the Norfolk & Western in ICC 4097; in effect, Jan. 9.

The C. & A. in Sup 1 to ICC A171 sets a rate of 4c becoming effective Jan. 20 on grain between Joliet, Ill. and rate points and Milwaukee, Wis.

A new rate of 10 cents is issued by the Nor Pac, on corn, and wheat from St. Paul, Minneapolis, Minnesota Transfer, Minn., to Duluth, Minn., effective, Dec. 26.

Rules governing charges and settlement of expense for grain doors furnished with grain, etc., in bulk; in effect, Jan. 15, are published by the Pere Marquette in ICC 2561.

The Burlington, in Sup 9 to ICC 9555 gives the rates on grain, and products from its stations in Kan. and Neb. to stations in Ill., Ind., Tenn. and La.; effective Dec. 8 (new line).

Sup 4 to ICC 2290, issued by the Wabash, gives the rates on carload lots and less of grain and products from Decatur, Ill., to Wabash stations and connections; state, Dec. 1, interstate, Jan. 3, 1911.

Sup 1 to ICC A445 as issued by the Cumberland Gap Desp. giving the rules governing charge and settlement of expense for grain doors has been canceled; see issues of initial lines; effective Jan. 18.

Rules becoming effective Jan. 10 and governing allowances for transfer and elevation charges on grain at St. Joseph, Mo., Atchison, Elwood or Leavenworth, Kan., are published by the Burlington in ICC 10167.

Rules governing stopping grain at Adrian, Mich., Bellevue, O., Bryan, O., Coldwater, Mich., Ft. Wayne, Ind., Hillsdale and Monroe, Mich., have been published by the L S & M S, ICC A2669, in effect Jan. 1, 1911.

The Lackawanna sets the rate on flaxseed from New York harbor points to St. Paul, Minneapolis, Minnesota Transfer and Duluth, Minn., Ashland, Bayfield, Superior and Washburn, Wis., at 23½c; in effect, Jan. 10, 1911.

Grain and products from Cincinnati, O., Louisville, Ky., St. Louis, Mo., and other B & O S W stations to interior and eastern basing points will be carried on new rates issued by the B & O S W, Sup 5 to ICC 6545, in effect, Dec. 29.

Sup 6 to ICC 8799 issued by the Burlington gives the rate on grain and products from Omaha, South Omaha, Neb., and Council Bluffs, Ia. (originating at points beyond), to Arkansas points to the St. L S W; effective Jan. 10, 1911.

Rules are published by the Mich. Cent. in ICC 3977 governing inspection, weighing, cleaning, clipping, sacking, grading, mixing or transfer of grain at Joliet, Matteson, Kensington, Ill., and South Bend, Ind.; effective Jan. 3, 1911.

Sup 2 to ICC A1329, Grand Trunk gives rates on grain and products from Grand Trunk stations and connections to stations in O., Ill., Ind., Ky., and Mich., also from Detroit, Mich., Toledo, O., and rate points to stations in Ill., Ind., and Mich., effective Jan. 1, 1911.

In ICC 8700 rates are given by the Erie on the various kinds of grain, except lake "at and east of Buffalo, N. Y.," to

New York, N. Y., as follows: wheat, 6½c; rye, 6c; corn, 5¼c; barley, 5¼c; oats, 4c, (advance) and flaxseed, 5½c; effective Jan. 2, 1911.

Rates on grain between Wabash stations in Ill., also Keokuk, Ia., and Hannibal, Mo., and East St. Louis, Ill., St. Louis, Mo., Cairo, Ill., Evansville, Ind., Louisville, Ky., (when destined southeastern territory), and lower Mississippi Valley points, interstate, Dec. 16.

C M & St P in Sup 8 to ICC B2002, has given rules governing the cleaning of seeds or grain, malting of barley or rye, mixing and storage of grain and seed products between C M & St P stations, also between C M & St P stations and connections, in effect Dec. 21.

The N Y C & H R in ICC B13482 gives the rate on corn, wheat, rye, barley, oats and flaxseed applying from, at and east of Buffalo, N. Y., thru elevators in Buffalo, N. Y., to B & A, N Y C & H R, B & M, Maine Cent and Grafton & U stations; effective Jan. 1, 1911.

Sup 12 to ICC 9741, C B & Q, quotes rates on grain, grain products, and seeds and articles taking same rates CL and LCL, between stations in Mo., and Missouri River points, also same stations and points in Ill., Mo., Minn., also stations in Ia., and Mo., and Gt Nor stations effective, Dec. 23.

Sup 8 to ICC 79 as issued by the C & A gives rates on grain and products between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill.; also St. Louis, Mo., and C & A stations and connections; also from same points to Toledo, O., Detroit, Mich. and to Chicago, Ill., when destined beyond; in effect, Jan. 21.

Rates are given by the C B & Q in Sup 4 to ICC 9890 on grain and products from stations and connections in Ill.; also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive, to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O., Louisville and Paducah, Ky., in effect, Jan. 25.

S W Trf Com, Sup 5 to ICC 742, rates on corn, oats, rye, barley and screenings (oats, rye and barley), cornmeal, hominy, grits, bran, middlings, shorts, feed, alfalfa feed and meal, chops, to Arcadia, Napoleonville and Thibodaux, La., from St. Louis, Mo., and East St. Louis, Ill., 15c; from Cairo, Ill., 13c; Jan. 3, 1911.

Grain, grain products, seeds, broom corn, hay, straw and corn husks from stations in Colo., Kan., Neb., N. M., and Okla., to Memphis, Tenn., Little Rock, Ark., New Orleans, La., and rate points, also stations in Ark., Tex., and Okla., are given new rates by the C R I & P, in Sup 51 to ICC C8117, effective, Jan. 5, 1911.

Rates on grain and products and hay from Ill Cent stations in Ill., Ind., Wis., Alton, Edwardsville, Prairie du Rocher, Ill., St. Louis, Mo., Dubuque, Ia., Indianapolis, Sou, Ill Sou and Wabash C & W to Ill Cent stations south of the Ohio River, except stations east of Paducah, Ky., have been issued by the Ill Cent, in Sup 13 to ICC A6737, becoming effective Dec. 31.

C R I & P, in Sup 53 to ICC C7692, has issued rates on grain and products, flax and millet seed, between St. Louis, Mo., Alton, Quincy, and East St. Louis, Ill., Hannibal, Mo., and rate points in Ill., Ia., Neb., Minn., Mo., and S. D., also Missouri River points. Grain and products from C R I & P stations in Cairo and Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, in effect Dec. 31.

Rates on grain and products, seeds and broomcorn between points in Kan., Colo. (east of Colo., common points), and Okla., also Superior, Neb., Mo., Kan., Ill., and Mississippi River points, also basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., also between stations in Okla., and Kan., and Superior, Kan., have been given by the A T & S F, Sup 38 to ICC 4032, in effect Jan. 1, 1911.

Higher Rates Not Needed.

Louis D. Brandeis in his brief filed with the Interstate Commerce Commission Jan. 2 submits three propositions:

"First—Some railroads, at least, do not need additional income.

"Second—In some railroads any existing need of additional income is due to causes other than wage increases or acts of congress.

"Third—Every railroad which is properly undertaken and financed can meet any existing needs without rate increases, through the introduction of scientific management."

The roads which, he believes, need no additional income are the Delaware, Lackawanna & Western, the Philadelphia & Reading, Pittsburg & Lake Erie, the Lake Shore & Michigan Southern, the Lehigh Valley, the Delaware & Hudson, and the Pennsylvania. Those lines which may need additional income for reasons other than necessary increases in operating expenses are put in the brief as the New York, New Haven & Hartford, the New York Central, and the Baltimore & Ohio.

As another reason for the impairment of the credit of railroads—if such exists—it is pointed out that the car repair graft of the Illinois Central, the embezzlement of the treasurer of the Big Four, the graft on the Pennsylvania and Baltimore & Ohio, the Chicago & Alton scandal, following the great insurance scandals, "necessarily shake confidence, particularly as the controlling financial powers are largely the same in the railroads and the insurance companies."

"If the net income of the railroads is insufficient," he says, "the proper remedy is not higher rates, resulting in higher costs and lessened business, but scientific management, resulting in lower costs, in higher wages and increased business. If their credit is impaired, the proper remedy is not to apply the delusive stimulant of higher rates, but to strengthen their organizations by introducing advanced methods and eliminating questionable practices. Thus they will maintain credit by deserving it."

It is indicated that scientific management demands the separation of planning from performing; changes the relations of the management to labor; demands preparedness, analytical study, records of industrial performance, and standardized methods and equipment. It increases the efficiency of individual, of the plant and equipment, and of material. It increases the emoluments of both capital and labor. It eliminates graft, too, in the purchase of supplies and in the cost of construction work. Publicity, he argues, is an essential condition of freedom from graft.

The meat inspection service of the U. S. Department of Agriculture costs \$3,000,000 a year. What's it worth?

I am only a retail dealer, but feel that I need the protection of a good, live Journal.—L. N. Yarbrough, Bangs, Tex.

Grain Doors Furnished by Railroads.

ROTTEN BOARDS FURNISHED.

We are almost always well supplied with grain doors by the Northwestern. Just now we have a poor stock of pine boards and many of them so rotten that they break in handling. We double them however, and make them do.—Peterson & Webb, Garvin, Minn.

ERIE SUPPLIES HEMLOCK BOARDS.

The Erie furnishes us with 1-inch hemlock boards for grain doors but no liners. Last year the supply became exhausted and we furnished material from a local millyard but sent in the bill for actual cost and the railroad paid it.—Sanaft & Sanderson, Broadway, O.

CARRIER SHOULD COOPER CARS.

The C. R. I. & P. R. R. is furnishing a fair quality of doors at the present time but this is not always the case for I have received some very flimsy and poorly fitting ones. No car lining is furnished, altho some cars are very much in need of it. Some of the cars sent to me were in such poor condition that I have had to refuse to load them, making it inconvenient to fill contracts. It would be of mutual benefit if the cars were to be coopered by the company before being sent to an eltr. to be loaded or else have the company furnish car liners.—Farmers Eltr. Co., Clatonia, Neb.

FURNISHES DOORS BUT NO LINERS.

We ship over the Gt. N. Ry and they furnish us with all grain doors needed and fairly good grain doors at that. Should their supply run short we purchase what lumber we need at the local yard and send them a certified copy of such bill and they repay us for actual cost. They furnish no car liners. We have to furnish these at our own expense when needed. This is the case in all cars that we load with flax. The expense of properly coopering a car to be loaded with flax will range from \$1.50 to \$3.50, according to the condition the car is in.—Nelson, Lund & Co., Grove City, Minn.

CARS OF M. P. REQUIRE MANY DOORS.

The Missouri Pacific furnishes me with grain doors and good ones at that. They are made out of 1-in. boards, mostly with a strip at each end and a strip in the middle, the cracks also having a strip over them. They are good about supplying me with plenty of doors but it takes 10 of these for a 60,000-lb. and 13 for an 80,000-lb. car. I put three up with the strips out and two at the bottom with the strips in making my doors double at the bottom and a thickness of about 3½ ins. on the first two doors up. I have been shipping over this road about 2½ years and have never been without grain doors. Nothing is furnished to line cars with and I have used as high as 26 doors to get the floor and sides in shape to load grain. Would not heavy paper be a good thing for the railroad to furnish the shipper to line floor and sides with? I think it would be a good thing if we could do something to make the railroad furnish us with nails, lining and tacks as it takes about 100 lbs. of nails to fix up 25 to 30 cars.—F. W. Wirt, mgr. Bedford Grain & Supply Co., Stafford, Kan.

POOR DOORS OR NONE AT ALL.

The Missouri Pacific does not furnish good grain doors, does not furnish liners and sometimes does not furnish any doors at all. I am not allowed anything for furnishing doors. Cars are generally sent to me in such bad order that it takes a man a quarter of a day to repair it, and about 15c. worth of nails.—N. F. Carpenter, Syracuse, Mo.

ROCK ISLAND FURNISHES STRONG DOORS.

The Rock Island furnishes me with all the grain doors I need. They are made out of good strong boards and all the cracks are lined with the same lumber so that they are perfectly solid and strong and, as far as I know, have caused me no loss. When it becomes necessary to fix cars inside, I use car doors and render account or mark on B/L the number of car doors used on each car. No liners are furnished.—Geo. W. Helm, Benden, Kan.

GOOD DOORS SUPPLIED.

I have absolutely no complaint to offer regarding the doors furnished me by the C. B. & Q. The company for the past few years has kept a plentiful supply of first-class doors on hand at this station and I am instructed to use all that are necessary. As a rule the cars placed at the elevator for loading are in quite good condition and if they only require such coopering as can be done here, we use sufficient car doors for it. When too badly out of condition another car is furnished and I suppose the bad car is forwarded to the repair track.—O. L. Brown, Chester, Neb.

SHIPPERS SHOULD UNITE FOR REFUND OF EXPENSE.

I have not seen a grain door for two years. The Chicago, Milwaukee & St. Paul used to furnish such poor doors that they had to be doubled and often times were not safe then so I went to using boards altogether. The railroad has always furnished me with plenty of good boards. Sometimes it takes from 2 hours to half of a day to fix up cars. I believe the railroads ought to pay a shipper for nails and labor in fixing up cars. I believe that if the shippers would combine they could make some arrangements with the railroads to get pay for labor and nails used in repairing or have the roads station men at different places to keep

cars in good shape. If the shippers get busy with the state legislatures they can get laws that will help them out and I for one believe it is time for the shippers to get together and do something.—J. F. McLaughlin, Bard, S. D.

POOR DOORS ON NORTHWESTERN.

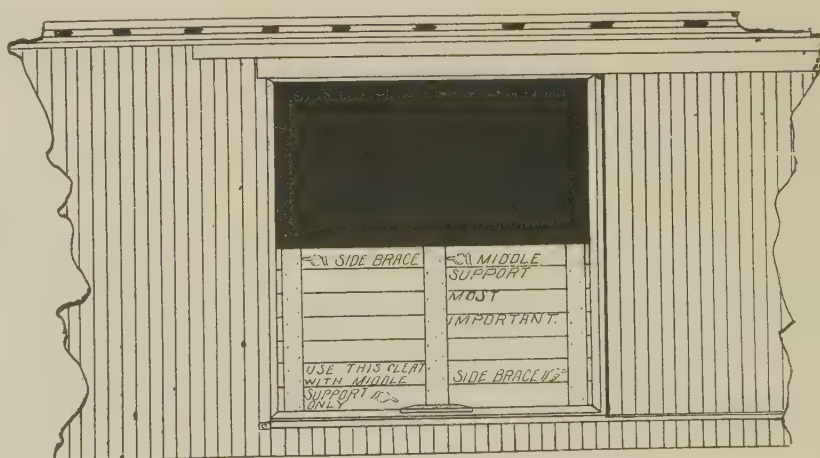
The C. & N. W. R. R. furnishes us with a poor grade of grain doors and as a rule poor grain cars. In case the road is out of grain doors we furnish their grain door gratis. We sometimes have to cooper a car for a half-day before it is fit to carry grain. The road does not furnish any liners further than the grain doors and most of them have been used. Some remedy should be found for the poor grain cars that are furnished by the Northwestern.—G. W. Morris, mgr. The Beaver Co-operative Co., Beaver, Ill.

CO-OPERATE WITH LOCAL AGENT.

For the past two years we have had no trouble in regard to grain doors. We have been furnished with a sufficient supply of reasonably substantial doors and when one was insufficient we had enough on hand to double them. We had some trouble about two years ago, but had a heart-to-heart talk with the general manager and have had no trouble since.

We are not in position to judge of conditions at other places but make the suggestion that shippers secure the good will and co-operation of the local agent and then personally go after the man higher up to get results, and if this does not bring the doors of the right kind write a letter to the chairman of the state Railroad Commission and give detailed statement of the trouble.

As to car liners for grain we have never asked for them and we do not think they are necessary in well coopered cars for grain. Many cars are old and need a little work and while this is an expense we think it pays to do this gratis rather than take chances or turn down the car. We have patched roofs, floors and sides of cars when needed at little expense. We try to work for harmony and good will and have succeeded fairly well. Our plan is to impress the railroad people that we are trying to protect them from loss as well as ourselves from the trouble of making claims and we think it is a good plan.—Stamford Mill & Elevator Co., Stamford, Kan.



Approved Positions of Cleats on Grain Doors.

The Real and the Imitation Elevator.

BY J. F. YOUNGLOVE.

As a comparison in planning, and cost of elevator construction, I give you a plan of a modern up-to-the-minute grain elevator, together with a plan of a low-priced imitation which is supposed to stand for an elevator, and is being erected in South Dakota.

The buildings are figured to the same capacity, 18,000 bus. In the modern plan, if the location is on soft or spongy ground, a pier is placed between those shown on each side, 30 inches on the bottom, 12 inches on top, and 3 ft. to 4 ft. in height. More material is used in these two extra piers than in all of the foundation proposed for the low-priced imitation that is, supposed to represent the plan of a grain elevator.

Some might figure smaller walls and footings, and more of them would distribute the pressure with better results. By figuring the two plans we learn the imitation has a surface bearing of 210 ft., and the plan 312 ft. The imitation's

foundation wall at the top, where the pressure comes, is 6 inches wide, the other 12 inches. The 6-inch and 12-inch bearings are no comparison of pressure. It is the same as putting a 6x6 block under hydraulic pressure, expecting the same resistance as from a 12x12 block.

DIFFERENCE IN COST.

The imitation foundation 350 cu. ft. The plan foundation 1,200 cu. ft. Difference in cost, \$170.

Excavating for imitation, 8 yds. Excavating for plan, 40 yds. Difference in cost, \$24.

Lumber for imitation, 59,325 ft. Lumber for the plan, 65,694 ft. Difference in cost, \$149.

Labor on imitation, \$59,325. Labor on the plan, \$65,694. Difference in cost, \$66.

Equipment proposed — Difference in cost, \$161.20. Total difference, \$570.20.

The imitation as it appears: 14 piers

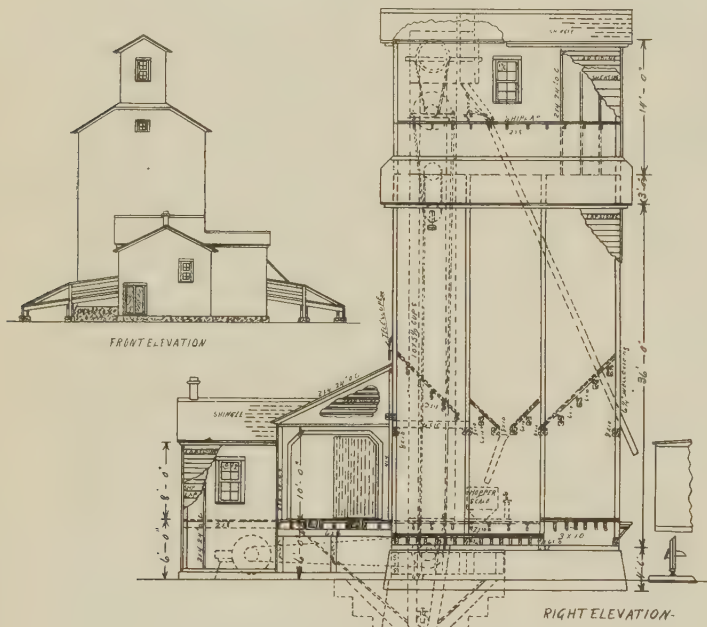
20 ft. each, 18 inches bottom, 6 inches top 2 ft. high, 280 ft.; 6 small blocks under scale, 20 ft.; engine foundation, 50 ft.; total 350 ft.

It has no pit protection as the piers come to edge of the excavation for boot pan. No foundation for engine room and office or for shed. The pitch of sink hopping is not sufficient to make dump sink self-cleaning. A 12 ft. pit is needed for oats.

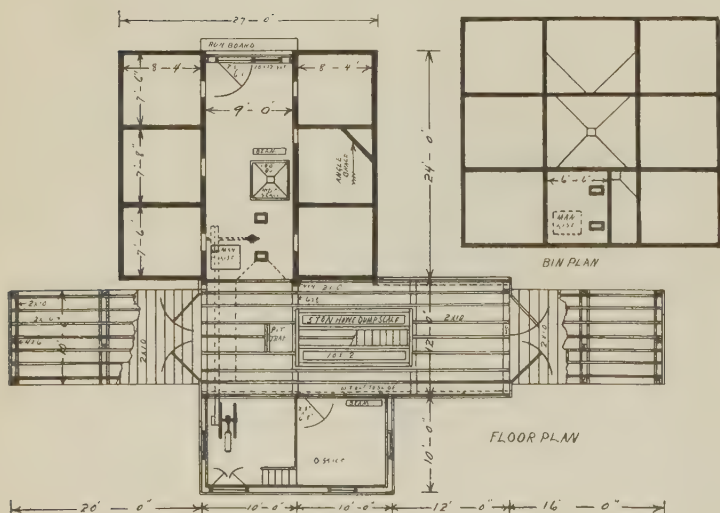
Excavating: A hole for pan only. Piers placed on top of ground, and on any fill or unevenness that graders left.

Lumber: Size of timbers shrunk 50 to 300 per cent. No approach or exit. Cupola and gables, engine room and office covered with drop-siding in place of sheathing and lap-siding. Bins over alley shud be hopped.

Labor: Difference in amount of lumber, and the equipment, as shown.

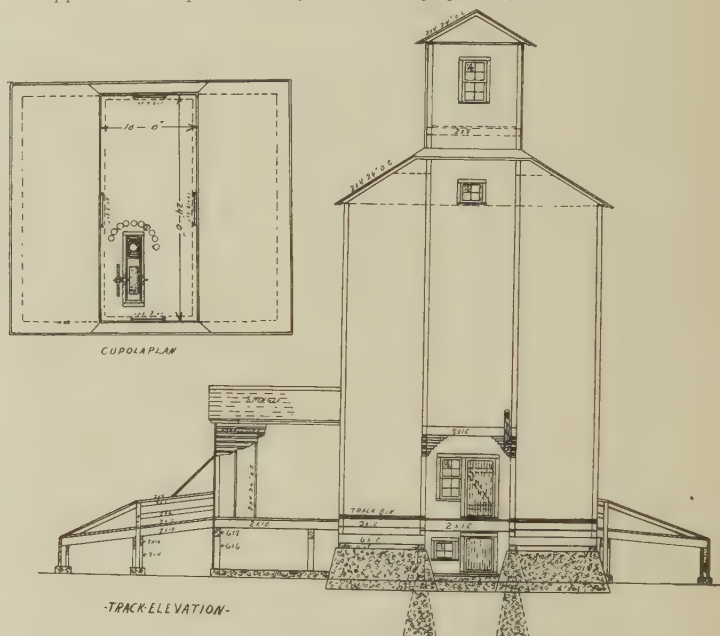


Elevations of a Modern Elevator.

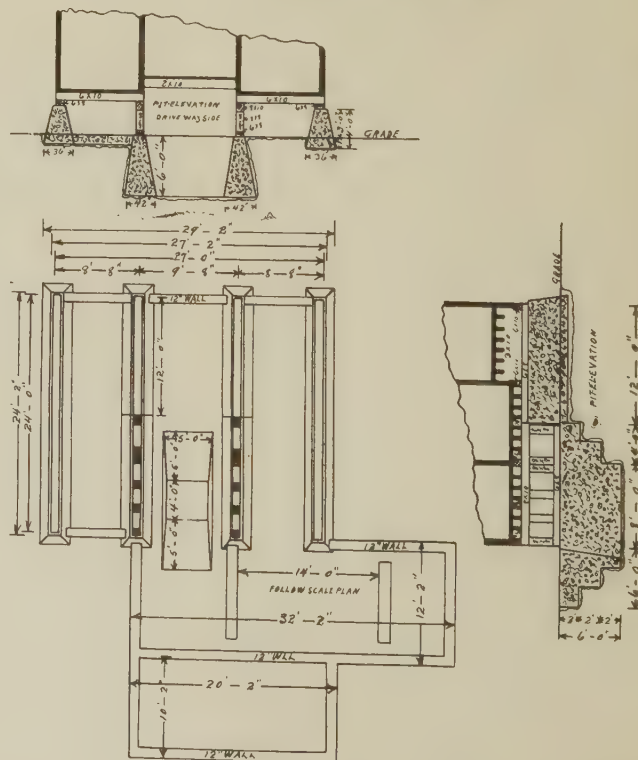


Plan of a Convenient Well Built Elevator.

PLANS OF A MODERN ELEVATOR DESIGNED TO MEET THE NEEDS OF PROGRESSIVE DEALERS.



Cupola Plan and Elevation of a Real Elevator.



Foundation of a Modern Elevator.

This plan was built one time, perhaps, ten or fifteen years ago. A 10 ft. deep pit, dump hopper to clean, would come to center of a 12-ft. driveway. Pan is so short grain cannot be drawn from two back bins.

Compare the plans and decide if both are desirable. The plan is put out by a man who employs experience, knowledge

There would be a still further saving in cost to the owner, by using the cheapest grades of materials that could be placed in such work.

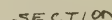
In one year the foundation of the



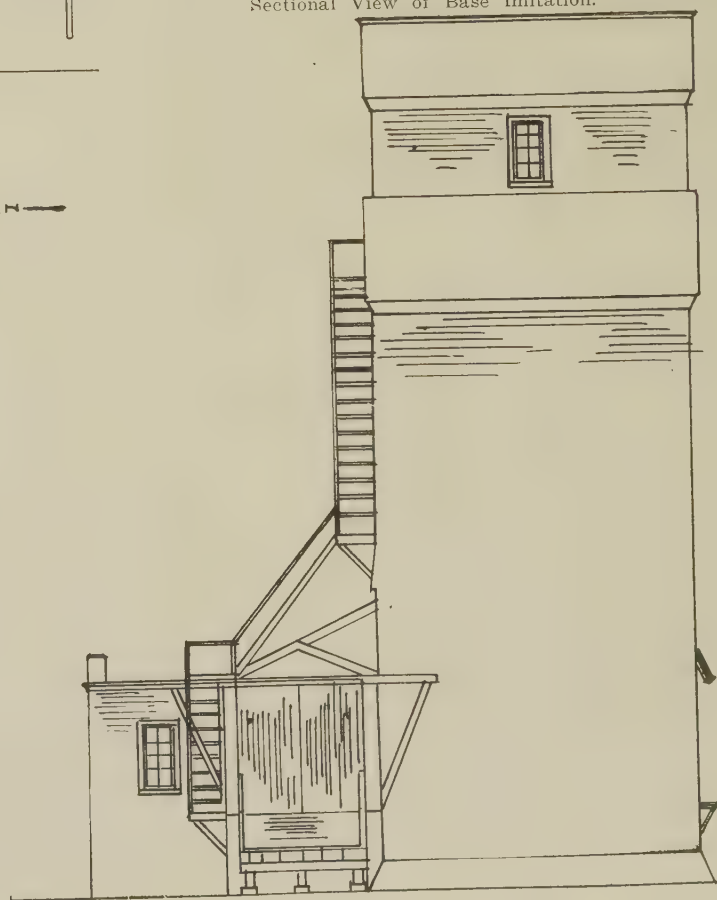
Plans of an Imitation Elevator.



PLANS OF AN ELEVATOR DESIGNED PRIMARILY TO REDUCE THE FIRST COST.



Sectional View of Base Imitation.



Exterior View of the Cheap Substitute.

imitation will be a total wreck as no provision was made for equalization of weights. It is heaviest in the center. The weight will crush there insignificant 6-inch ends like chalk. The other work having no foundation will rot away in three years.

It is not price alone which should be considered in the erection of elevators. The cheap schemes which are sprung upon the grain dealers are beyond all understanding.

Security for Grain Elevators

Failures among cash grain receiving firms on some rare occasions have inflicted loss on solvent members of the same exchange who have no means of protecting themselves. After a few cases of this sort during the past year the Chicago Board of Trade by vote authorized the creation of a custodian department to hold grain in private warehouses until paid for. The situation at Minneapolis is very much the same.

Elevators located in St. Paul, Minneapolis and Duluth are called terminal elevators by the statutes. Some of these are private, others are public. The public elevators must take out a license from the state, and give bonds to the state, the minimum bond being \$50,000; the bonds being based upon the capacity of the house.

All public licensed terminal elevators are under the supervision of the State Railroad & Warehouse Commission. The owners or operators must make daily detailed reports to the State Registration Department, showing all cars received into store, and shipped out, etc. All receipts issued by the elevator must be registered with the State Registration Department, and must be cancelled by the State Registration Department when the grain is loaded out. The State prescribes the exact form of receipt which is to be issued.

Public licensed terminal elevators, desiring to be "regular" under the rules of the Minneapolis Chamber of Commerce, so that their receipts may be deliverable upon contracts, must make application to the Chamber of Commerce to have their houses made "regular" by resolution of the Board of Directors, and must agree to comply with the rules of the Chamber of Commerce. Only public licensed terminal elevators can be made regular.

In addition to the bond required by the state, the Chamber of Commerce employs an inspector, who visits each "regular" public licensed terminal elevator, and estimates the quantity of each grade of grain contained therein. His report is given against the corresponding report of that date of the terminal elevator. Each terminal elevator is measured up in this manner at least once a month, and sometimes more frequently. The daily report made by the terminal elevator company to the Registration Department of the state of course shows the quantity of each grade of grain on hand in the house, and the amount of receipts outstanding against the same, if any. Of course any excess in the receipts outstanding over and above the amount shown on hand on their report would be immediately noticed by the State Registration Department. Should the estimate of the Inspector of the Chamber of Commerce differ from the report of the "regular" terminal elevator, such adjustment must be immediately made as will correct any errors.

In regard to the payment for cash grain sold on the floor of the Minneapo-

lis Exchange, it is not customary to require any security for the same. If the grain is sold to a local terminal elevator, final payment is usually made when the car is unloaded and the exact weight is determined.

On sales of grain in car lots on track, the buyer must cause the grain to be moved and ordered towards its unloading destination within three business days, and if the cars are not so moved or ordered, the buyer must pay the seller on demand a cash advance equal to 90% of its value.

When a sale of grain is made "delivered" at some local terminal elevator, warehouse or mill, and without unloading the car is subsequently ordered to some other destination, the buyer must pay to the seller a cash advance equal to 90% of its value.

If the buyer fails to pay the seller for the grain after the same is unloaded and in the elevator of the buyer, the seller may make complaint to the board of directors, or may refer the matter to the board of arbitration. Of course, if the buyer should become insolvent after unloading the grain, and before making payment therefor, the seller would become simply one of the general creditors.

The weighing of grain in all public licensed terminal elevators is exclusively in the hands of the state.

An Interurban Elevator.

One of the best little elevators in Indiana is the new house of John Studabaker & Son at Linn Grove, Ind., on the line of the Bluffton, Geneva & Celina Traction Co. The plant is operated by electric power, the current from the interurban road driving the 20-h.p. motor.

Ample power for the operation of the elevator at all times is guaranteed by the traction company, Superintendent C. W. Clark stating that altho there are times when the voltage will drop to as low as 350 to 400 volts the diminution of the current will be taken care of by the motors, which are 600-volt direct current motors, taking power from the trolley wire, which is 600 to 650 volts.

The building is 36x36 on a concrete foundation of 18 ins. footing, 12 ins. on top, and is cribbed from foundation up, the height to top of cupola being 71 ft., and that of the basement story 11 ft. Roof and sides are covered with iron. Its storage capacity is 12,000 bus. of small grain and 4,000 bus. of ear corn.

The equipment includes Western Shell-er with fan discharge, a Monitor Cleaner and a Richardson Automatic Scale of 1,000 bus. per hour capacity, a manlift, and a Mattoon Car Loader. The plant was erected by day labor, H. C. Teeter

doing the millwright work. Studabaker & Son, whose headquarters are at Bluffton, have a similar plant at Vera Cruz on the same traction line.

American Agriculture Not Decadent.

Frequent assertions that the productivity of cultivated land is diminishing are combated in the annual report by O. P. Austin, chief of the Bureau of Statistics, who says:

"The competition of new land consuming some of its capital in the production of crops has retarded, if not prevented, the improvement of old land needing conservation and a gain in fertility. The improvement of the older land is not an academic question of conservation of national resources, but it is to be worked out in the endeavors of farmers to get a living, and a better one, an end that can not be attained by a sudden high production per acre large enough in the aggregate to be overproduction, with unprofitable if not losing prices for the farmer.

A marked change in the production per acre of all crops appeared in the decade 1896-1905 in comparison with the mean of the preceding ten years. The production per acre of corn increased 7.7 per cent; of wheat, 6.3 per cent; of oats, 15.6 per cent; of barley, 11.1 per cent; of rye, 21.3 per cent; of buckwheat, 23.1 per cent; of hay, 22 per cent; of potatoes, 15.3 per cent; of cotton, 3.8 per cent; and of tobacco, 5.2 per cent.

The ability of the soil and the agricultural arts and sciences, concludes the Chief of the Bureau of Statistics, to produce crops at a rate of increase greater than either the normal rate of increase of population, or the normal as temporarily influenced by immigration, has been demonstrated times innumerable by the Department of Agriculture, by the experiment stations, and by the intelligent farmers all over the country.

The first check I wrote out when I entered into the grain business was for subscription to the Grain Dealers Journal.—Chas. Ozias, Paulding, O.

Consul Roger S. Greene, Harbin, reports the Manchurian bean crop excellent. The beans are not only larger but in some places the pods contained three beans instead of two as last year.

F. D. Coburn, sec'y Kansas State Board of Agri., has issued an artistic little hanger, made valuable by statistics on its back, giving quantities and values of the state's agricultural products and live stock in 1910.



New Elevator of John Studabaker & Son at Linn Grove, Ind.

Feedstuffs

A suit to test the constitutionality of the Iowa feedingstuffs law has been filed at Keokuk. The annual license fee is said to unjustly discriminate between manufacturers.

Imports of oat hulls from Canada thru Buffalo, N. Y., during 1910 were 13,075,300 lbs., valued at \$88,800. For this stuff some one paid as duty \$13,075 of good money.

Cleverly written, illustrated leaflets advertising its different brands of horse, poultry, dairy and cattle feed have been distributed by the Arizona Alfalfa Milling Co., of Phoenix, Ariz.

The excessive tax and license fee imposed on feedstuffs by the state of Kansas is burdensome to the manufacturers; and an endeavor will be made by the Otto Weiss Alfalfa Stock Food Co., of Wichita, to have the law amended.

F. M. Wilson, manager of the Denver Alfalfa Milling & Products Co., Hartman, Colo., says that unless the growers of alfalfa reduce the price demanded for the hay, mills may have to close on account of the low price of competitive feeds.

The advice of a chemist to buy on analysis is erroneous from the standpoint of knowledge or economy for the consumer. Chemical analysis, percentage composition, tells the feeder nothing. The digestible nutritive value of a feed is the only thing that counts.—Feed Knowledge.

Meat, Milk and Money is the title of a well written pamphlet by Wm. G. Crocker advertising to feeders the value of by products of the Washburn-Crosby Co. mills. This booklet of 50 pages is illustrated with 36 good engravings. Much of the information given is of special interest to feed dealers.

A compressed forage ration for horses invented by Lieut. Nathan C. Shiverick of the Third Cavalry at Fort Wingate, N. M., is being experimented with by the War Department. If successful, patents will be granted the inventor with the proviso that the government will have unrestricted right to prepare the feed.

Bulletin 324 of the New York Experiment Station, Geneva, N. Y., recently issued, contains the amendments to the feedingstuffs law, and a list of the brands licensed for sale, with classified lists of the analyses of samples taken. Under the amended law the licensee must give a statement and the Experiment Station a determination of the quantity of crude fiber in all brands having more than 5 per cent; and a determination and statement of all ingredients in compound feeds.

Judge Jones of the federal court at Montgomery, Ala., gave a hearing for several days recently on a seizure of a carload of stock feed shipped by the Corno Mills Co., of East St. Louis, to a wholesale grocery firm at Montgomery. The government contends that the feed contained oat hull admixture, tho branded oat feed. The defense is that such branding permits admixture of by products of oats. Depositions from two score dealers stating their understanding of the term oat feed were filed by the defense.

Movement of Mill Feed During December.

Kansas City, during December, received 1,020 tons of bran and shipped 5,960 tons, according to E. D. Bigelow, sec'y of the Board of Trade.

During December, Milwaukee received 4,997 tons of mill feed; compared with 2,185 tons received in December, 1909. Shipments totaled 18,156 tons as compared with 25,654 tons shipped in December, 1909.—H. A. Plumb, sec'y Chamber of Commerce.

St. Louis, during December, received 36 cars and 115,490 sacks of bran, compared with 61 cars and 80,690 sacks in December, 1909. Shipments of bran during the month amounted to 220 cars and 279,880 sacks, compared with 150 cars and 169,820 sacks in December, 1909, according to Geo. H. Morgan, sec'y Merchants Exchange.

Southern Rice Growers Selling Ass'n.

At a meeting of the Texas Rice Growers Ass'n held at Houston on Nov. 26, it was voted to join a recently organized selling ass'n known as the Southern Rice Growers Selling Ass'n. This action was the direct result of the demoralized condition of the rice market, in the hope of bettering those conditions.

In this plan of co-operative selling, a corporation is to be chartered under the laws of Texas with a capital stock of \$10,000 with 10,000 shares of \$1 each. Each rice grower who joins the ass'n must carry at least one share, and no member will be allowed to hold or vote by proxy more than fifty shares. The plan is to control the entire output of rough rice, the crop to be sold thru a central agency. Each community will have one director, and from these representatives an executive committee of seven members will be elected. This committee will appoint a manager for the ass'n who will direct the gathering of crop data and grading of the rice.

The selling agreement is that the ass'n shall sell the rice "at the best price obtainable for it, and at such times and in such manner as will, in its judgment, secure the best results." Each member agrees to pay the ass'n 10c per bag for its services in selling his rice; and if any member wishes to sell his crop independently, he must pay the association an additional 10c per bag as a fine. With the money brot into the treasury, the ass'n

agrees to advertise the rice for the purpose of widening the market.

Farmers, growers and planters who control more than 1,100,000 bags of rough rice have already signed the contracts. More than 90% of the farmers of Louisiana have or will adopt the plan of co-operation, and those behind the movement expect soon to control at least two-thirds of the total crop.

At a meeting of the directors of the new ass'n at Beaumont, Tex., Dec. 12, the minimum price of \$2.75 for No. 1 was fixed, the corresponding scale for lower grades to be announced later. A rice exchange will be established at Beaumont for the examination of samples and the posting of prices. The directors also authorized the executive committee to employ a manager. J. A. Kennedy of Stuttgart, Ark., was elected vice pres. for Arkansas, and J. L. Ducharme of Carlisle, Ark., was elected a member of the executive committee. The other members of the executive committee are: W. B. Dunlap, pres.; J. E. Broussard of Beaumont; W. W. Duson, El Campo; W. E. Lawson, Crowley; H. G. Chalklett, Lake Charles, and Dr. A. C. Wilkins of Jennings.

H. W. Carver, the rice broker of Houston, was appointed general sales agent Jan. 2. He is one of the best informed rice men in the country, and will have charge of the actual business of the ass'n. Mr. Carver hopes to establish uniform grades and sub-grades of rice, the prices for the lower grades thus to be automatically fixed by the price of No. 1.

The annual meeting of the National Board of Trade will be held at Washington Jan. 17.

A bill making it unlawful to send interstate messages offering to buy or sell grain for future delivery, without intending actual delivery, has been introduced in the House by Representative Asbury F. Lever of South Carolina.

A Big Load of Oats.

The heaviest load of oats ever unloaded at the grain elevator of the Wheeler Grain & Coal Co., at Pocahontas, Ia., was delivered one day last month by a farmer who was trying out his new wagon. Besides the ordinary wagon box the farmer had placed four additional boards and a number of sacks on top as shown in the engraving herewith.

The weight of the oats in this load was 198 bus., 14 lbs.



Biggest Load of Oats at Elevator of Wheeler Grain & Coal Co., at Pocahontas, Ia.

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—Mayor McCarthy wants the city to join the postal department in the war on bucket shops and has urged the passage of an ordinance providing penalties of \$500 fine and imprisonment up to six months and making it an offense even to enter such a place.

San Francisco, Cal.—L. C. Sheldon of the L. C. Sheldon Co. died at his home in Alameda Dec. 14, after a month's illness with pneumonia, aged 39. He is survived by his widow, two daughters and a brother. He was a member of the Merchants' Exchange of this city, had extensive business interests here and in Oakland and was widely known thruout the state as a grain and hay broker. He had made his home in Alameda 11 years.

CANADA.

Moose Jaw, Sask.—The Moose Jaw Eltr. Co. incorporated.

Simpson, Sask.—L. Leadbetter of Watrous is building an eltr. here.

Lumsden, Sask.—The Lumsden Mlg. & Grain Co. has been incorporated.

Scott, Sask.—The Western Farmers Grain Co. has been organized by business men of this place with a capital stock of \$200,000, of which \$110,000 will be sold in neighboring towns and to farmers. Headquarters will be here.

Fort William, Ont.—A snow slide falling 100 ft. from the roof of Canadian Pacific Eltr. "A" recently wrecked the one-story annex that extended the entire length of the eltr.; loss, \$6,000. The annex was built seven years ago and housed two unloading tracks.

Moose Jaw, Sask.—Satisfactory progress is being made in construction work on the oatmeal mill of the Saskatchewan Flour Mills Co., for which the machinery has been purchased. A feed mill will be installed capable of turning out 100 tons daily of rolled oats and barley for cattle feed.

Winnipeg, Man.—Mrs. Muriel Carew Moeller was granted a divorce in Chicago, Jan. 3, from Adolph Moeller who is connected with the Grain Growers Grain Co., Ltd., of Winnipeg. Mrs. Moeller alleged that her husband drank and gambled, so she left him and went to Chicago where she has lived two years.

Winnipeg, Man.—Thomas M. Horn, acting chief grain inspector, died of heart failure Dec. 17, aged 42. He was to have been appointed chief grain inspector, Jan. 1, to succeed his brother David Horn, next to whom he was considered the best posted man in the inspection service. Some months ago he seriously strained his heart running to catch a street car. A trip to Victoria with complete rest appeared to have restored it to normal condition until he contracted whooping cough from his children and his violent coughing proved too much for his weakened heart. He was born in Scotland, came to Canada in 1880 and entered the employ of the Ogilvie Mlg. Co. at an early age. After working for that company 18 years he entered the grain inspection service of the dominion government.

Moose Jaw, Sask.—The Western Eltr. Co., which owns some twenty eltrs., has moved its head office to this place from Radisson and is located in the offices of the Saskatchewan Flour Mills Co., its principal customer, which recently more than doubled its office room by adding another story to its office building.

Winnipeg, Man.—Members of the Grain Exchange celebrated the end of the year on Saturday, Dec. 31, with customary merriment. Hugh N. Baird was master of ceremonies. George Ruttan was costumed to represent John Bull; A. B. Ellis as Uncle Sam. Two other members represented a bull and a bear. Music and mirth made plenty of noise.

Fort William, Ont.—The criminal proceedings recently instituted by Warehouse Commissioner Castle against the Thunder Bay Eltr. Co. for untrue statement of the quantities of Nos. 1, 2 and 3 northern and No. 4 grades of wheat, rendered Dec. 11, 1909, have been dismissed on a technicality as the prosecution should have been started within six months of the alleged offense. Following this action Commissioner Castle filed information, Jan. 4, against the Thunder Bay Eltr. Co. charging it with falsifying its returns to the government of the amount of No. 1 and No. 3 northern wheat in its terminal eltr.

Ottawa, Ont.—The government bill for terminal eltrs., as explained to the Western Grain Growers Ass'ns, provides for a commission of three to supervise all eltrs., with drastic power to deal with grain in terminal eltrs., and prevent fraud by mixing and other means, for which heavy penalties are provided. It gives the government the right to take over and operate as public utilities all terminal eltrs. at the discretion of the cabinet. The purchase of eltrs. will be postponed until the success of the commission in supervising the eltrs. can be determined. After a recent conference between the executive of the council of agriculture with Sir Wilfrid Laurier on the matter of terminal eltrs., the council's sec'y said: "We have an assurance that the government will proceed to build the Hudson Bay railway and provide the necessary terminals at Hudson Bay without delay, and that it will retain the ownership of both in perpetuity."

COLORADO.

Colorado Springs, Colo.—The L. M. Hunt Grain Co. bot the retail business of the R. B. Liles Grain Co., Dec. 27, for \$15,000 and took possession Jan. 2. The Hunt Co. will use the Liles offices for its headquarters but will conduct its grain business at its former location. Mr. Liles has been in business here for ten years and says he sold because he wants a rest. He will soon start for California for a long vacation, after which he will return. Mr. Liles writes of this transaction: "The L. N. Hunt Grain Co. was already in business here, just across the street from me. I retained my warehouse and R. R. track and will continue my wholesale business, so no changes are made in names of firms here."—R. B. L., R. B. Liles Grain Co.

Goldfield, Colo.—I have sold my business to C. W. Fackler.—J. D. Lewis.

Golden, Colo.—The Golden Mlg. Co. has gone out of business.—J. C. Devalon, mgr. Rock Flour Mlg. & Eltr. Co.

Idaho Springs, Colo.—J. M. Ogden does not handle grain.—J. C. Devalon, mgr. Rock F. M. & Eltr. Co., Golden, Colo.

DELAWARE.

Camden, Del.—Thomas H. Howell is considering building a 4,000-bu. eltr. next spring. He has water power for feed grinding most of the year, but may install a gasoline engine to help out when water is low in July and August.

IDAHO.

Moscow, Ida.—Beardsley & Maning, C. Chambers, Klemgard & Price, Palmerton & Leisure, E. E. Ostroot and W. R. Russell have retired from the grain business at this point.—Inland Grain & Mlg. Co.

ILLINOIS.

Flanagan, Ill.—The Farmers Grain & Coal Co. has had an addition built on the side of its office.

Cairo, Ill.—Business has been fairly good and indications are very favorable.—H. E. Holliday.

Stockton, Ill.—Ed. Sumner has had a sheller and a cleaner installed by the Burrell Eng. & Const. Co.

Meyers sta., Green Valley, Ill.—George Lutz is buyer for the Farmers Grain Co. which has opened its new eltr.

Iuka, Ill.—We have discontinued the grain business. M. D. Brubaker is a grain and hay dealer.—Geo. E. Daniels.

Lodge, Ill.—P. L. Webster's eltr. was sold at auction to M. E. Stogsdale, who will operate it.—J. T. Higgins, La Fayette, Ind.

Galva, Ill.—The Thaver Grain Co. is having a 20,000-bu. eltr. built by the Burrell Eng. & Const. Co., on the site of the old one taken down.

Claytonville, Ill.—The Claytonville Farmers Grain & Coal Co. incorporated by S. A. Wise, W. H. Mumbert and C. F. Allen; capital stock, \$7,000.

Yuton sta., Bloomington p. o., Ill.—At a recent meeting of stockholders of the Yuton Grain Co. they decided to increase the capital stock and build an eltr.

Granite City, Ill.—The Corn Products Refining Co. has started construction on a 4-story building, 72x208 ft., to cost over \$100,000 and be completed by Mar. 1.

Weldon, Ill.—While I have purchased the interests of my mother and sister in the L. F. Webb Grain Co., I shall continue it under the old name.—W. A. Webb.

Peoria, Ill.—The Board of Trade membership of George C. Clark has been transferred to George Arthur Clark, treas. of Horace Clark & Sons Co.—John R. Lofgren, sec'y.

Altmar sta., Streator, Ill.—T. M. Hoarty, the grain dealer at Munster sta., Streator p. o., has purchased the eltr. here of the Illinois Granaries Co. for \$3,000 and has retained Mr. Kraft as mgr.

Plainfield, Ill.—As Ira Barr and C. C. Whipple were closing the office of the Barr Grain Co. in the evening of Jan. 3, three robbers entered and at the point of revolvers compelled them to open the safe, from which they took \$300 in money and two gold watches. They escaped in

a buggy they had hitched in front of the office.

Toluca, Ill.—The Toluca Eltr. Co. incorporated to deal in grain, coal, live stock and merchandise; capital stock, \$10,000; incorporators, John J. Donnelly, James E. Hattan, Henry Christ, Jr., and Jacob G. Fecht.

Edelstein, Ill.—We intend to build a small eltr., about 7,000 bus. capacity, as soon as weather and other conditions are satisfactory. Have just installed a new 4-ton wagon scale.—G. C. McKee, Edelstein Hdw. Co.

Wapella, Ill.—C. D. Downing has had difficulty with the electric motor recently installed to elevate corn. He obtained current from the interurban, but it was too strong and caused burn-outs. He recently had 30 loads waiting for repairs.

St. Joseph, Ill.—The St. Joseph Grain Co. is building an addition on the side of its eltr., which gave way some time ago. Since then it has been unsafe to fill it and the eltr. has recently been operated over time occasionally to load out grain.

Cairo, Ill.—The South raised a large corn crop and the states south of here have been able to quote better prices than we have, so business has been quiet, but we look for better demand soon. The demand for oats is very fair.—H. S. Antrim.

Breckenridge, Ill.—The Berry-Breckenridge Farmers Grain Co., which has eltrs. here and at Berry sta., Custer p. o., is reported to have lost heavily by contracting and holding oats. Ira E. Maynes is no longer mgr. At present two of the directors are doing the managing.—G.

Glover sta., St. Joseph, Ill.—The new eltr. of the Ill. Traction System has been put into operation. It is located at the junction of the traction line with the Frisco R. R. and, while it will be used mostly for transferring grain from one road to the other, it has ten storage bins.

Del Rey, Ill.—Maddin Bros. are having a 30,000-bu. cribbed eltr. built by the Burrell Eng. & Const. Co. to replace theirs recently burned with 15,000 bus. of grain. The new one will have a concrete foundation and be equipped with two stands of eltrs. and a gas engine.

Windsor, Ill.—John Moberly, who moved to Blackwell, Okla., some time ago has returned to this place and will start a grain business. He has obtained a site on the railroad, on which he will build cribs and use a portable eltr. until spring when he will build an eltr. and install up-to-date machinery.

Homer, Ill.—The 15,000-bu. eltr. recently completed for E. C. Sadorus of Mayview, Ill., by W. H. Wenzholz at State Line, a station on the Ill. Traction System about half way between here and Ogden, is standard from a fire-insurance standpoint. It has a large concrete basement. Equipment includes a Weller Manlift and a 15-h. p. electric motor in a detached motor room. James Allen has charge.—G.

Peoria, Ill.—At the annual meeting of the Board of Trade, Jan. 9, Thos. J. Pursley was elected pres.; N. M. Love and W. W. Dewey vice presidents; John R. Lofgren, sec'y; Walter Barker, treas.; directors, A. G. Tyng, T. A. Grier, T. G. Jacobs, D. Mowat, F. L. Wood, C. C. Miles, A. Woolner, Jr., B. E. Miles, J. H. Ridge and N. R. Moore; Committee of Arbitration for two years, Louis Mueller, C. L. Daly and Frank Baker, for one year H. L. Murray; Committee of Ap-

peals, for two years, James Gouran, A. D. Campbell and W. S. Miles.

Downs, Ill.—Carlisle & Hodam no longer manage the Downs Grain Co. here and at Ford Woods sta., Leroy p. o., Ill. Mr. Carlisle had charge at this point. He retires to look after his farm interest in this vicinity. Mr. Hodam, who had charge at Ford Woods, will probably locate at some other station.—G.

Cairo, Ill.—The annual meeting of the Cairo Board of Trade will be held Thursday evening, Jan. 12, at the Alexander Club, to elect officers and directors for the ensuing year. A banquet will be held in connection and the question as to what benefits the other commercial interests of Cairo (banking, lumber, etc.) are deriving from the Board of Trade will be discussed by speakers selected for the occasion. Their purpose is to make this organization similar to the Merchants' Exchange of St. Louis. H. E. Holliday will talk in behalf of the grain interests and J. B. Magee the milling and manufacturing firms.

Peoria, Ill.—Receipts of grain during December included 58,000 bus. of wheat, 2,089,149 bus. of corn, 726,432 of oats, 350,400 of barley and 18,605 bus. of rye; compared with 83,856 bus. of wheat, 1,668,405 of corn, 634,750 of oats, 177,200 of barley and 22,300 bus. of rye received in the same month of the previous year. Shipments in Dec., 1910, included 25,000 bus. of wheat, 1,964,660 of corn, 712,375 of oats, 150,482 of barley and 2,200 bus. of rye; against 35,633 bus. of wheat, 1,083,993 of corn, 730,500 of oats, 96,085 of barley and 3,300 bus. of rye shipped in Dec., 1909.—John R. Lofgren, sec'y Board of Trade.

Springfield, Ill.—In his message to the Illinois legislature Jan. 4, Gov. Deneen recommended the extension of the merit system to cover all departments in Cook County, in which Chicago is located; this includes the state grain inspection service. He urged the revision of grain inspection laws and the vesting in the state railroad and warehouse commission the control of stock and bond issues, express companies, railroad connections, interurban railroads, joint thru rates, and facilities at stations and street railroad companies. On the subject of new legislation to increase the power of the railroad and warehouse commission, Gov. Deneen said: "Under the provisions of the statute, the commission is charged with the duty of making up for the railroads a schedule of reasonable maximum rates of charges for the transportation of passengers, freight and cars, and with the duty of revising the same as often as occasion shall require. I would, therefore, recommend that a statute be enacted specifically placing the express companies doing business in this state under the jurisdiction of the commission."

CHICAGO NOTES.

CHICAGO CALLERS: R. E. Eberhart, Dunbar, Ia., J. K. McGonagle, Washita, Ia.

J. W. Moore, formerly trading for J. H. Wrenn & Co., is now with the Armour Grain Co.

Terminal yards were badly congested with heavy arrivals of corn and oats the last week in December.

Over 10,000 cars of corn were received in Chicago during December, the largest run for that month in 10 years.

Finley Barrell & Co. have announced that beginning Jan. 1, Frederick C. Aldrich, Eugene R. Pike, Benjamin Block and William E. White, the well-known

grain trader, became general partners in the firm.

Carl F. W. Pfeiffer will move to the Postal Telegraph bldg.

Barber & Rice, incorporated, capital, \$2,500; incorporators: Edward S. Barber, James A. Rice, William K. Yerkes.

The Illinois Railroad and Warehouse Commission held its quarterly meeting on changes in freight classification Jan. 3.

John Corson Smith, who was chief grain inspector at Chicago in 1875, and for several years thereafter, died Dec. 31, aged 78.

Abraham Poole, who was at one time at the head of Poole, Kent & Co. and who has been retired for the last 12 years, died recently.

J. A. Patten took in nearly all the corn delivered on December contracts, the Armour Grain Co. tendering 200,000 bus. of No. 3 at 5c penalty.

The Argo plant of the Corn Products Refining Co. is grinding nearly 25,000 bus. of corn per day, which is its full capacity. The work of doubling the capacity of the mills will be completed this year.

Miss Mary Garden, the celebrated opera singer, invaded the floor of the Board of Trade recently and auctioned off boxes for the benefit of the widows and orphans of the firemen who lost their lives in the Stock Yards disaster.

The state warehouse laws are to be rewritten, according to Chief Inspector Cowen, and certain existing abuses of the grain interests eliminated. It behooves the grain dealers of the state to watch carefully this innovation that their interests may not be sacrificed.

The timothy hay market has advanced considerably the last couple of weeks, and we look for prices to work some higher. We believe this an excellent time to ship. Demand is very good for all kinds of sound timothy, and shipments made now would strike an advancing market.—W. R. Mumford & Co.

Directors of the Board of Trade held a special meeting Jan. 5, at which it was agreed to give eltr. proprietors the privilege of deducting $\frac{1}{4}$ c per bu. for transfer charges where grain is shipped out on railroads which have the transfer charge included in their tariffs. This makes the first storage $\frac{3}{4}$ c, under such conditions.

The firm of Freeman Bros. & Co. was dissolved by mutual agreement Jan. 1, having been established in 1886. Henry H. Freeman & Co. will retain the quarters of the old firm at 66 Board of Trade, while M. M. Freeman & Co. will be at 96 Board of Trade. The two firms will continue to do business along the same lines as before.

A recount of the vote for directors of the Board of Trade has been requested by Joseph Griffin in behalf of Philip Schifflin, who was beaten by only four votes, while 40 ballots were blank. The retiring directors authorized retiring pres. White to appoint a committee to recount the ballots.

Prices of hay are close to top and shippers should not delay consignments for it requires some days for shipment to reach destination and the present outlook as well as prospects are for shipments to reach a market in strong condition—a consideration always hoped for and wanted.—M. M. Freeman & Co.

The seed improvement committee of the Council of North American Grain Exchanges announces that an open meeting of this committee will be held at this city in the La Salle hotel on Wednesday,

Feb. 8, the third day of the annual meeting of the Council, which will begin Feb. 8. The entire day will be devoted to the subject "How to Obtain a Larger Yield of Better Grain."

The Chicago Band, Wm. Weil, conductor, gave an inaugural concert on the floor of the Board of Trade, Jan. 2 at 3 p. m., about 2,000 persons being present, among them many Board members. Six numbers of popular and classical music were rendered. The band is supported by popular subscriptions of \$10 each; and will be heard at all public celebrations. Members of the Board of Trade are liberal contributors to the enterprise.

Games to be played by the Board of Trade Indoor Baseball League during the next two weeks are as follows: Jan. 10, Chapin vs. Peavey; Jan. 11, Armour vs. Lamson; Jan. 12, Finley Barrell vs. Wagner; Jan. 16, Chapin vs. Lamson; Jan. 17, Bartlett, Frazier vs. Wagner; Jan. 18, Finley Barrell vs. Rosenbaum Bros.; Jan. 19, Armour vs. Peavey; Jan. 23, Chapin vs. Wagner; Jan. 24, Bartlett, Frazier vs. Lamson; Jan. 25, Finley Barrell vs. Peavey.

Board of Trade clearings for 1910 amounted to \$94,167,772; compared with \$91,232,308, showing an increase of \$2,935,464. Cars of grain to the number of 180,777 were inspected, compared with 158,895 inspected in 1909 or a gain of 21,882. Grain and flour amounting to 294,858,724 bus. was received, against 272,620,166 received in 1909, a gain of 22,238,568 bus. Grain and flour shipped amounted to 214,601,080 bus. against 220,494,562, a decrease of 5,893,482 bus.

Membership in the Board of Trade has been applied for by Gustavus T. Donnell, Wm. L. Phelps, Archer E. Hayes, Robert Pettit, Ernest A. Tietgens, Michael Necas and Alois Zeckendorf. Memberships posted for transfer are those of Byron J. Carnes, John C. Hatley, Wm. E. Irwin, Samuel C. Osborn, John W. Davis, Robert S. Howell, Winfield Denton and Geo. C. Ryan. The board of directors have admitted to membership Harry E. Miller, D. E. S. Mead, Thos. K. Boyd, James S. Marsh and Eugene R. Pike.

During December Chicago received 765,800 bus. of wheat, 13,857,300 of corn, 10,292,600 of oats, 172,000 of rye and 3,070,600 of barley compared with 1,566,600 of wheat, 10,274,350 of corn, 5,675,662 of oats, 140,500 of rye and 1,967,738 of barley received in December, 1909. Shipments during the month included 1,125,100 bus. of wheat, 7,671,800 bus. of corn, 6,729,800 of oats, 60,400 of rye and 1,078,600 of barley; compared with 1,127,521 of wheat, 3,726,484 of corn, 5,404,474 of oats, 55,097 of rye and 490,675 of barley shipped in December, 1909.

The storage rates for 1911 have been published by the eltrs. and show charges as follows: On all grain and flaxseed received in bulk and inspected in good condition $\frac{3}{4}$ of 1 cent per bushel for receiving and for the first 10 days storage or part thereof, and 1-30 of 1 cent per bushel for each additional day's storage thereafter, so long as said grain and flaxseed shall remain in good condition. For delivering of grain or flaxseed out of such warehouses, an additional charge of $\frac{3}{4}$ of 1 cent per bushel will be made and collected. On grain damp or liable to early damage, as indicated by its inspection when received, 2 cents per bushel for the first 10 days, or part thereof, and $\frac{1}{2}$ of 1 cent per bushel for each additional 5 days, or part thereof. No grain will be received in store until it has been inspected and

graded by authorized inspectors. These charges shall also apply to grain in store on Jan. 1, 1911.

The transportation department of the Board of Trade has announced that the Chicago, Indiana & Southern R. R. is now applying routing via Chicago, with transit privileges on grain to eastern trunk line territory from all its stations in Illinois on the Kankakee Division. This has the effect of making the specific proportion to Chicago $4\frac{1}{2}$ c per 100 lbs. as against the local rate of 5c per 100 lbs. from the following stations in Illinois: Illinois, Edgetown, Delmar, Ward, C. & E. I. Crossing, Momence, Exline, Grinnell, Kankakee, Bradley, West Kankakee and Greenwich.

The preliminary hearing of the bucket-shop charges against Sid McHie and others has been postponed by the government. A number of employes and minor officials of the Capital Investment Co. have appeared at the federal building and volunteered to testify about the operations of the concern and its 39 branches. The horde of mourners usually haunting the premises of a closed bucket-shop is absent in this instance, as the Capital Investment Co. had \$635,000 on deposit in Chicago banks at the time of the raid, and McHie, having obtained possession of these funds, is paying those having credits on the concern's books.

The annual election of the Board of Trade was held Jan. 9, J. C. F. Merrill being elected pres. and Edward Andrew vice-pres., neither meeting with any opposition. Frank M. Bunch moves up to the first vice-presidency. Mr. Merrill will serve for one year and Mr. Andrew for two years. The only contest was in the selection of the board of directors, the "insurgents" electing two out of their four candidates and the regulars three. Fred A. Paddleford was beaten by only three votes and Philip H. Schiffin by four. Those elected with their votes were: Chas. B. Pierce, 629; Theo. F. Cunningham, 513; David S. Lasier, 499; Caleb H. Canby, 495, and Leslie F. Gates, 466. Directors who continue in office are: James C. Murray, Ernest G. Brown, C. F. Schneider, John C. Wood and Chas. P. Randall, whose terms expire in 1912. Those whose terms expire in 1913 are: Alexander O. Mason, Albert E. Cross, Robert E. Tearse, Edward F. Leland and William S. Dillon. Those elected to the committee of appeals, to serve two years, are: Edward A. Doern, Howard Field, John R. Leonard, Wentworth P. MacKenzie, Harry B. Shaw. Those chosen as members of the committee of arbitration are: John E. Brennan, Henry G. Campbell, Edward F. Chapin, James J. Jones and Ralph A. Schuster. The installation and annual meeting of the new officers will be held Jan. 16. The annual reports of the officers and departments of the board will be presented to the last meeting of the old directory Jan. 10.

INDIANA.

Indianapolis, Ind.—The mid-winter meeting of the Indiana Millers Ass'n will be held in this city Jan. 24.

No. Salem, Ind.—We have completed our new eltr. at this place.—J. T. Higgins Grain Co., La Fayette, Ind.

Grand View, Ind.—The Cadick Mlg. Co. will build additional wheat storage in the spring.—Wallace Mlg. Co., Dale, Ind.

Indications promise so good a meeting of the Indiana Grain Dealers Ass'n at Indianapolis, Jan. 17-18, that the question is turned from whether the live

dealer can afford to go, into whether he can afford to stay away.

Evansville, Ind.—Adolph Goeke, one of the oldest grain and hay dealers in this city, died recently after a brief illness, aged 71.

Auburn, Ind.—I have succeeded Eli Walker as agent for La Due & Carmer. Mr. Walker is their manager at Ft. Wayne.—G. W. Crouse.

Sweetsters, Ind.—The Sweetser Grain Co. is our successor. It has built an additional eltr. and now has a capacity of 65,000 bus.—Baum & Co.

Terre Haute, Ind.—The Hudnut Co. incorporated to construct and operate grain eltrs.; capital stock, \$100,000; incorporators, B. G. Morris and W. M. Hudnut.

The corn school and farmers' institutes now being held thruout Indiana are attracting crowds. Instructors from the Agri. Dept. of Purdue University furnish instruction in corn culture.—F.

Camden, Ind.—While we originally intended to construct a concrete eltr. we gave that up and built our 30,000-bu. house of wood and iron. We have a fine, up-to-date eltr.—J. J. Reeder, pres. Farmers Grain & Supply Co.

McCray, Morrison & Co., of Kentland, Ind., are favoring their many friends in the trade with an elegant watch fob, a hand-made specimen of the arts and crafts work in enameled brass and green leather, with the firm's monogram.

Stewart sta., Tab. p. o., Ind.—The eltr. of Pence & Goodwine burned recently with more than 3,000 bus. of grain, mostly corn. The house was built about two years ago at a cost of \$13,000; insurance \$10,000; grain fully insured. They have let the contract to McAllister & O'Connor for a 50,000-bu. cribbed eltr., sheller and cleaner house; gasoline motors.

Huntington, Ind.—Five hundred registrations and 1,000 tickets were sold in the 11th District Farmers' Short Course in this city Jan. 2-3. One thousand ears were entered in the corn show, in charge of Fred C. Parlin, raiser of the world's champion ear. His lecture on corn and judging was an interesting feature of the meeting.—F.

Indianapolis, Ind.—Press reports of the suit by the Pendleton Grain Co. against us make it appear that we bot 3,000 bus. of No. 2 red wheat from them. We did not buy any wheat from them, but we sold them 3,000 bus. of No. 2 red wheat and they refused to take it. In their refusing to take the wheat we lost \$150, which we expect to collect.—Finch-McComb & Co.

Fort Wayne, Ind.—Mrs. Rose Seidel Tresselt, whose husband is connected with the firm of C. Tresselt & Sons, millers and grain dealers, pleaded guilty to manslaughter, Dec. 27, for having run over with her automobile and killed Irene Cox, aged nine, Aug. 20 last. She was sentenced to from two to 21 years in prison, but the sentence was suspended. She had paid John A. Cox, father of the child, \$5,300.

PROGRAM INDIANA GRAIN DEALERS ASS'N.

The ninth mid-winter meeting of the Indiana Grain Dealers Ass'n will be held in the assembly room of the Indianapolis Board of Trade, Jan. 17-18, with the following program:

TUESDAY, 10 A. M., JAN. 17.

Call to Order by Pres. W. B. Foreman.

Address of Welcome, Aquilla Q. Jones, pres. Indianapolis Board of Trade.

Response on Behalf of the Ass'n, A. W. Taylor, vice pres. Indiana Grain Dealers Ass'n, Stillwell, Ind.

President's Address, W. B. Foresman, Lafayette, Ind.

Secretary's Report, M. T. Dillen, Indianapolis, Ind.

Treasurer's Report, Bert A. Boyd, Indianapolis.

Appointment of Committees.

Resolutions.

"Association Work and Its Benefits," John W. McCardle, Indianapolis.

"Shrinkage in Corn," Prof. G. I. Christie, Purdue University.

Discussion.

New Business.

TUESDAY, 1:30 P. M., JAN. 17.

"Good Roads," Clarence A. Kenyon, Indianapolis.

"Landlord's Lien Law," Hon. E. H. Wolcott, Marion, Ind.

"Some Bad Rulings by the Interstate Commerce Commission," A. F. Files, Evansville.

"Advantage of Claim Department," S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.

Discussion.

New Business.

WEDNESDAY, 10 A. M., JAN. 18.

"The National Ass'n," John F. Courcier, sec'y Grain Dealers National Ass'n, Toledo, O.

"68 lbs. of Corn per Bushel—Unjustness of Indiana Law in Comparison With Other States," Hon. J. D. Myers, Worthington, Ind.

Discussion.

Reports of Committees: (a) Auditing, (b) Resolution.

Unfinished Business.

Adjournment.

IOWA.

Palo, Ia.—I will build a grain eltr. in the spring.—L. B. Young.

Fairfield, Ia.—Geo. D. Henry has removed to Kansas City, Mo.

Hornick, Ia.—The Hornick Cereal Co. incorporated; capital stock, \$25,000.

Manning, Ia.—We have succeeded the J. Ohde Grain Co.—Ohde & Martens.

Elliott, Ia.—D. W. Brick has purchased an automatic scale for his eltr.

Little Rock, Ia.—Farmers have subscribed for sufficient stock to build an eltr.

Humboldt, Ia.—The new eltr. just completed by Chas. Huey will soon be put in operation.

Ireton, Ia.—J. T. Scroggs of Beresford, S. D., has decided not to rebuild his eltr. that burned here Dec. 7.

Marengo, Ia.—M. F. Green of Lime Spring, Ia., has bot the grain, lumber and coal business here of W. W. Horace.

Des Moines, Ia.—Thomas F. Brennan, for many years with the Lockwood Grain Co., has gone into life insurance work.

Hawarden, Ia.—We have had a Son-ander Automatic Scale installed in our eltr. at this station.—C. F. Noble Grain Co.

Cromwell, Ia.—The new eltr. built for Gault Bros. by Chas. E. Newell, has been put in operation. It replaces theirs burned last September.

Harris, Ia.—The recent small fire at the eltr. of Walcott & Dietz was caused by sparks from a locomotive alighting on the cupola. It was put out before gaining

headway; with buckets of brine; loss about \$10.

Shelby, Ia.—I have traded my eltr. to W. W. Murray for a farm in Missouri. He will take charge of the eltr. about Feb. 1.—Ora Morse.

Lehigh, Ia.—The Farmers Eltr. Co. incorporated by F. C. Eslick, W. H. Goodrich, Frank Oldhenne, Wm. Guthrie and four others; capital stock, \$15,000.

Kamrar, Ia.—The Farmers Eltr. & Supply Co. incorporated by George Hasselbrach, Henry Arnold, O. L. Gilmore, J. C. Sterling and others; capital stock, \$25,000.

Madrid, Ia.—F. C. Carlson, who had charge of the grain business of S. B. Williams last year, has taken a position as sales mgr. for a manufacturing company.

Morse, Ia.—The eltr. of the Clinton Grain Co. burned during the night of Jan. 3 with all contents. Loss, \$5,000, partly insured. The blaze was discovered in the cupola.

Lytton, Ia.—We have handled 190,000 bus. of grain in the last five months, which is a record-breaking amount with us; and we handled it at a fair profit.—A. Schmidt & Son.

Des Moines, Ia.—The Iowa R. R. Commission has ordered a reduction of from 5c to 20c per 100 lbs. in maximum express rates for intrastate shipments via the Adams, American, Gt. Nor., Pacific, U. S. and Wells-Fargo companies.

Fort Dodge, Ia.—The fire that destroyed the new cornmeal mill of the Gt. Western Cereal Co., Dec. 20, which would have been put into operation in two weeks, is believed to have been of incendiary origin. It broke out suddenly at 6 p. m. as the night shift was going on. This is the second fire the plant has suffered in three years.

Des Moines, Ia.—The agricultural committee of the Des Moines Commercial Club is having H. C. Wallace, Jas. Atkinson and George A. Wells prepare the form for a bill to be presented to the legislature this winter, asking an appropriation of \$100,000 to maintain agricultural short courses in the different counties of the state.

An effort will be made to have the Iowa legislature enact a "fire marshal law" to provide for an investigation by a fire marshal of every fire presenting evidence of incendiarism. As nearly all other states have such laws firebugs find refuge in Iowa and property owners and insurance companies suffer heavy loss in consequence. A "fire marshal law" would tend to reduce the cost of insurance in this state.

Hale, Ia.—As this part of Iowa had only about one-fourth of a crop of corn nearly every farmer is buying. Plenty of scoop-shovel dealers are shipping corn into this station. Miller Bros. of Stanwood, Ia., have been all over this section and are selling corn in car lots to feeders, while the dealer who has money invested in property can sell his grain out in small lots and wait for his money besides.—X.

KANSAS.

Hutchinson, Kan.—The Hutchinson Alfalfa Pro. Co. is out of business.

Waverly, Kan.—The Farmers Eltr. Co. incorporated; capital stock, \$3,000.

Durham, Kan.—We have leased the eltr. of the Durham Grain Co.; no other

buyers at this point.—The O. K. Grain Co.

Winfield, Kan.—We have succeeded the Southern Kansas Grain Co.—Head Grain Co.

Redfield, Kan.—The Redfield Lbr. Co. has sold its eltr. and discontinued the grain business.

Kansas City, Kan.—The Kansas Grain Dealers Ass'n will hold its annual meeting in this city Feb. 22-24.

Esbon, Kan.—Schenck & Isom will open the eltr. here that has been closed more than a year.—Lebanon M. & Eltr. Co., Lebanon, Kan.

Great Bend, Kan.—While W. M. Sloan of McCotter & Sloan of Kansas City, Mo., was here Dec. 31, he caught his foot in a ring in the sidewalk, that tripped him and threw him down with such force his arm was broken.

Topeka, Kan.—D. R. Gorden, state grain inspector, has been consulting the governor in regard to the amendment of the grain inspection law. He reports that the department's expenses have been reduced to the minimum and that the fees will either have to be increased to meet expenses or the department will be run at a loss as he is now working the inspection force to the limit of its capacity.

Burns, Kan.—During the coming season we will overhaul our eltr. and make it up-to-date; make needed improvements in machinery and add stock yards to handle some stock and feed in connection with grain. J. W. Barker, whose eltr. here burned recently with 5,000 bus. of grain, is not a grain dealer but a cattle feeder. His loss was complete with but little insurance. While he has not yet decided about rebuilding, he probably will, as his business requires him to carry considerable grain.—John M. Lilley of J. C. Lilley & Co.

Preston, Kan.—The Kemper Grain Co. of Kansas City, Mo., has filed suit against the A. Steckel Grain Co. of this place for \$485.26 alleged to be due on an overdraft of the defendant who consigned to the plaintiff two cars of wheat to be sold in July, 1909. The Kemper Co. claims that the 2,507 bus. in the shipment netted \$2,558.41 on the open market, from which the commission was to be deducted, also freight, demurrage and other charges. The Kemper Co. states that after the shipment the Steckel Co. drew on the plaintiff for \$2,620, making the overdraft alleged, which remains unpaid.

Blaine, Kan.—When William Shea of Shea Bros. started the gasoline engine at their eltr. in the afternoon of Dec. 21, a fire started that immediately gained such headway nothing could be done. A letter from the firm explains that "the engine was in the pit under the eltr. and supply tank was 20 ft. away on the outside. The oil company's man had put too much oil in tank and the same had overflowed at engine in pit, so when the engine was started it back-fired and ignited gasoline. The eltr. burned in about 20 minutes. Corn fell into the pit and saved engine and shelter. About 2,000 bus. of corn in eltr. No insurance; loss, \$1,500 to \$2,000. We will rebuild in the spring."—Shea Bros.

WICHITA LETTER.

We have decided to close our Wichita office.—E. R. & D. C. Kolp.

James H. Sherman, who has been traveling auditor of the Transit Inspection Bureau of Kansas City, Mo., has been elected sec'y of the Board of Trade of

succeed J. S. McCauley, who resigned after four years' service to go into business for himself.—H.

Henry Lassen, pres. of the Kansas Mlg. Co., is in Washington, D. C., looking after millers' and grain dealers' interests in the matter of transit privileges.—H.

S. R. Overton of Wichita has purchased the Board of Trade membership of W. T. Brookings, and B. F. Blue of Protection, Kan., has bot that of E. M. Flickinger. Mr. Blue will open for business in 215 Board of Trade bldg., under the name of the Protection Grain Co.—H.

W. F. McCullough, pres. of the Board of Trade, has stated that perhaps the Board may intervene in the injunction proceeding brot against B. C. Christopher & Co., on account of the possible effect the action, if carried out as planned, would have in working hardship on the grain dealers and millers of Kansas. The injunction has not yet been made permanent.—H.

The local wheat trade has been strengthened by the new rule governing the delivery of contract wheat, that took effect Jan. 1. Under the old rule only No. 2 hard wheat country run could be applied on contract. The eltr. man who had sold wheat could have any amount of regular No. 2 hard in his eltr. but was compelled to go on the market and buy wheat just in from the country and yet in the cars. The old rule was made at request of the millers; the new at the instance of the grain men who aimed to broaden the trade.

The sheriff took charge of the office of the B. C. Christopher Grain Co., Dec. 23, which will remain closed pending an investigation by the district court during the January term, to determine whether the company has been violating the Kansas law against bucket shops, that requires all grain purchased to be actually delivered. The firm is not connected with the Wichita Board of Trade that recently had its business investigated by Attorney General Jackson to obtain an opinion that its business is strictly legitimate and will not be interfered with. The Christopher Grain Co. is a legitimate private wire house, and its attempt to remain open after the atty.-general has ruled against wire houses, may afford a test case. As the Christopher Co. furnished Chicago market quotations to the Wichita Board of Trade the injunction compelled the Board to use the Western Union's 15-minute market service pending the completion of other arrangements to obtain communication with grain exchanges.

KENTUCKY.

Sturgis, Ky.—The new eltr. of Waller & Quinn has been put into operation.

LOUISIANA.

Baton Rouge, La.—The Louisiana Feed Products Co. is no longer in business.—Frank J. Webb.

New Orleans, La.—T. J. Clarke, the grain broker, has resigned from membership in the Board of Trade.—H. S. Herring, sec'y.

New Orleans, La.—The grain eltr. at Port Chalmette has been put into operation and the New Orleans Terminal Co. has made preparations to handle a large amount of grain this year.

New Orleans, La.—During December 1,000 bus. of wheat, 1,464,000 of corn and 183,000 bus. of oats were received and 1,008 bus. of wheat, 7,142,580 bus. of corn and 17,169 bus. of oats exported.—

H. S. Herring, sec'y. N. O. Board of Trade.

New Orleans, La.—No wheat was shipped in December compared with 184,309 bus. exported in the same month of the previous year. In Dec., 1910, 744,750 bus. of corn was exported against 1,427,599 bus. shipped in the previous December. Total shipments of grain since the beginning of the grain year, Sept. 1, 1910, aggregated 82,439 bus. of wheat and 1,574,919 bus. of corn compared with 1,072,207 bus. of wheat and 2,234,918 bus. of corn exported during the same period of the previous season.—W. L. Richeson, chief grain inspector Board of Trade.

MARYLAND.

BALTIMORE LETTER.

A committee has been appointed to report on the question of the members of the Chamber of Commerce giving an annual banquet. The main idea is to boost Baltimore.

During December Frederick Joesting was elected to membership in the Chamber of Commerce and the membership of John Wright was transferred.—James B. Hessong, sec'y.

A car of new corn unloaded 2,041 bu. and 34 lbs. at Baltimore the latter part of December. A big carload used to be 350 to 400 bus. and back in 1872 corn was brot to Baltimore in whiskey barrels.—C.

William Rogers, of the Baltimore grain firm of Thos. Johnston Co., who has been in Denver, Colo., for his health for several months, was made happy on Christmas morning when he received a letter of good wishes from more than 100 of his old associates of the Chamber of Commerce.—C.

Receipts of grain during December included 192,184 bus. of wheat, 2,116,706 of corn, 170,959 of oats, 61,715 of rye and 12,058 bus. of barley; compared with 636,347 bus. of wheat, 3,414,873 of corn, 90,784 of oats, 23,709 of rye and 833 bus. of barley received in Dec., 1909. Shipments in Dec., 1910, included 542,927 bus. of wheat, 997,104 of corn and 100 bus. of oats; against 177,333 bus. of wheat, 1,794,999 bus. of corn and 190 bus. of oats shipped in the same month of the previous year.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Oxford, Mich.—Ensley & Bellaire will build an eltr.

Detroit, Mich.—Remember the meeting of the Michigan Bean Jobbers Ass'n at this city Jan. 25-26, at the Cadillac hotel.

Auburn, Mich.—We succeeded C. A. Kern; took possession July 8, 1910. We are installing a new 16-in. feed grinder.—W. E. H., Auburn Eltr. Co.

Lansing, Mich.—At the Mich. Millers' meeting in this city, Jan. 16-17, Fred Mayer will read a paper on "Agricultural Trains." He has accompanied these trains thru Ohio and Indiana several times and can give Michigan grain interests reasons for getting in line with other states in sending out such trains.

Adrian, Mich.—The erroneous report that Wm. Hayes has bot the business of Jas. Stevenson & Son of this city and that the latter has gone out of business, has occasioned Mr. Stevenson considerable annoyance. Mr. Hayes bot only the retail stock and the local retail trade in grain, hay and feed. Mr. Stevenson still continues his general wholesale bus-

iness in grain unchanged.—Stuart H. Perry.

Cass City, Mich.—Officers of the Farm Produce Co. are planning to increase the paid-up stock of \$15,000 to rebuild and enlarge its now inadequate bean eltr. Farmers subscribed \$10,000 and the additional \$5,000 is being raised among the business men of the town.—S.

Detroit, Mich.—Receipts of grain during December included 343,510 bus. of wheat, 647,692 of corn, 291,738 of oats, 84,488 of barley and 34,404 bus. of rye; compared with 546,190 bus. of wheat, 470,442 of corn, 180,013 of oats, 40,382 of barley and 26,036 bus. of rye received in December, 1909. Shipments included 4-178 bus. of wheat, 253,490 of corn, no oats or barley and 6,258 bus. of rye; against 10,742 bus. of wheat, 186,980 of corn, 55,029 of oats, 987 of barley and 17,258 bus. of rye shipped in Dec., 1909.—F. W. Waring, sec'y Board of Trade.

MINNESOTA.

Wykoff, Minn.—The John Gund Brewing Co. has bot the eltr. and two warehouses of S. Y. Hyde.

Red Wing, Minn.—The Red Wing Malting Co. has let the contract for the construction of a 60,000-bu. eltr.

Maynard, Minn.—G. H. Hayes is local agt. for the North Western Eltr. Co.—F. I. Frodine, mgr. Farmers Eltr. Co.

New Prairie sta., Cyrus p. o., Minn.—An effort is being made to organize a farmers' company to build an eltr. here.

Northfield, Minn.—I left North Dakota last fall and am now mgr. for the Northfield Farmers Merc. & Eltr. Co.—Chas. E. Dittes.

Duluth, Minn.—The old directors of the Board of Trade Clearing Ass'n were re-nominated. The election was held Jan. 3.

Duluth, Minn.—The Board of Trade has made a payment of \$30,000 on the mortgage on its building and has reduced its indebtedness to \$55,000.

Thief River Falls, Minn.—A co-operative eltr. company has been organized with Halvor Fodstad, P. O. Sorten, John Risdah and other directors.

Hancock, Minn.—Homer Eddy, Norman Smokstad and John A. Johnson have bot the eltr. of Andrew Overstad. They took possession Jan. 2.

Bellechester, Minn.—The 60,000-bu. eltr. the Red Wing Malting Co. is building is located on a spur that leaves the Gt. W. near Goodhue, Minn.—The Jas. A. Smith Eltr.

Belview, Minn.—Reier Gryting has taken over the eltrs. at this station of the Gt. Western Eltr. Co. and the Northern Grain Co. and will operate that of the Gt. W. himself.

Duluth, Minn.—During December N. M. Young withdrew from membership in the Board of Trade and P. E. Stroud was admitted to membership.—Chas. F. Macdonald, sec'y.

North Redwood, Minn.—S. Sampson has bot the Christensen eltr. at this station, which he opened Jan. 2. He has had several years' experience in both line and independent houses.—M. E. Coffey, Morton, Minn.

Howard Lake, Minn.—The case of the Duluth Eltr. Co. vs. the Gt. Northern Ry. Co. and the C. M. & St. P. was settled before it came to trial by the defendants paying the value of the corn in question. A car of corn shipped from here

to C. M. Buck at Rosemont, Minn., was two weeks in transit and arrived so badly heated as to be practically worthless.

Gov. Eberhart has appointed 75 delegates to represent Minnesota at the next national corn exposition to be held in Columbus, O., in February. The object of this large delegation is to bring, if possible, the corn exposition to Minnesota in 1912.

Duluth, Minn.—The annual election of officers and directors of the Duluth Board of Trade will be held Jan. 17. The officers whose terms expire are: S. H. Jones, pres.; A. W. Frick, vice-pres.; E. H. Smith, W. C. Mitchell and W. C. Poehler, directors.

St. Paul, Minn.—State Senators O'Dell, Olson, Duea, Poehler, Murray, Donaldson, Klein, Schaller, Wilson, Pugh, Marden, Hanson and Sundberg constitute the newly appointed senate grain and warehouse committee of the Minnesota legislature.

In its report to the governor the Minnesota Tax Commission disapproves of the new law under which stored grain is taxed, as the rate is so small it fails to produce revenue. Under it flat rates are imposed of $\frac{1}{8}$ of a mill per bu. on coarse grain and $\frac{1}{4}$ of a mill on wheat and flaxseed. The commission would have the rates $\frac{1}{2}$ mill and 1 mill respectively, or else repeal the law.

As the governor of Ohio will issue a proclamation calling on all states sending delegates to the national corn and grain exposition in Columbus to observe Feb. 3 as corn day, Prof. Bull of the Minnesota Agri. College suggests a corn dinner for that day, consisting of corn soup, fritters, patties, pudding, bread, stewed corn and coffee made from parched corn. Green roasting ears can be served, as they are now being grown in hot houses for the occasion.

Duluth, Minn.—During December Duluth received 2,697,513 bus. of wheat, 42,363 of corn, 254,624 of oats, 1,578 of rye and 241,774 bus. of barley; compared with 3,107,591 bus. of wheat, no corn, 506,201 bus. of oats, 39,619 of rye and 695,947 bus. of barley received in the same month of the previous year. Shipments in December included 1,383,878 bus. of wheat, 183,818 of oats, no corn or rye and 306,054 bus. of barley; against 5,800,013 bus. of wheat, 426,955 of oats, 59,404 of rye, no corn and 969,137 bus. of barley shipped in Dec., 1909.—Chas. F. Macdonald, sec'y Board of Trade.

Sherburn, Minn.—The eltr. that formerly belonged to the Alliance Eltr. & Mfg. Co., before that company went into receivers' hands, and operated under lease by Packard & Son, burned in the evening of Dec. 29, with about two car loads of grain. The eltr. was small but was equipped with good handling machinery. It was insured for \$400 in favor of 15 farmers, former stockholders of the defunct company. The site could likely be obtained for a nominal sum and a feed grinding mill is much needed here, as farmers in this vicinity haul grain thru Sherburn to get it ground into feed at Welcome.

Prof. C. P. Bull of the Minnesota Agri. College, who is sec'y of the Minnesota Field Crop Breeders Ass'n and a vice pres. of the National Corn Ass'n, has received notice of the classes in which Minnesota can compete at the national corn and grain exposition to be held in Columbus, O., Jan. 30-Feb. 11. In the northern zone, consisting of Min-

nesota, North and South Dakota, Wisconsin and Michigan, \$100 will be given for ten of the best class of grain exhibits, four of corn, two of wheat, two of barley and two of oats. The winners of each state in the zone exhibits will be allowed to compete for the zone sweepstakes. Winning samples in all the zone sweepstakes, including the best peck of rye, will compete for the national sweepstakes in competition with foreign countries.

MINNEAPOLIS LETTER.

Todd W. Lewis, who has been ill at home, has recovered sufficiently to be out again.

The Merchants Eltr. Co. has let the contract for a 100,000-bu. working house to cost \$35,000 and replace that burned Nov. 9.

In the suit brought by the McCaull-Dinsmore Co. against the I. C. R. R. to recover \$141 overcharges on four cars of oats, the district court of Ramsey County decided in favor of the railroad.

The Minneapolis Malt & Grain Co., incorporated; capital stock, \$250,000, has opened a branch office in Chicago. B. F. Hales is pres.; D. V. Hales, vice pres.; O. G. Blair, sec'y and G. M. Merchant, treas.

The annual seed fair of the Minnesota Field Crop Breeders Ass'n will be held in this city, Jan. 10-11. Seeds and grains grown in this state in 1910 will be exhibited and selections made for the national corn and grain exposition at Columbus, O., Jan. 30-Feb. 11.

During December these six were admitted to membership in the Chamber of Commerce: Frank J. Tyner, Clarence Mathewson, James A. Latta, O. E. Davidson, Charles J. Marboe on transfer of the membership of Joseph P. Kelso, and James S. Graves on transfer from N. P. Rogers.—John G. McHugh, sec'y.

Three amendments to the rules of the Chamber of Commerce advancing commission rates were adopted by a large majority. They make the commission for receiving and selling corn on arrival or to arrive for account of non-members, $\frac{3}{4}$ c per bu.; for account of members, $\frac{1}{2}$ c; for receiving and selling oats on arrival or to arrive for account of members, $\frac{3}{4}$ c per bu.; barley, $\frac{3}{4}$ c.

New year changes of location at the Chamber of Commerce began Jan. 4 with the removal of the offices of the Albert Dickinson Co. to its recently completed office building at its plant. The T. M. McCord Co. will take the offices vacated by the Albert Dickinson Co. H. L. Hankinson & Co. will move from the old chamber to the offices to be vacated by the T. M. McCord Co. The Loomis-Benson Co. will take the offices the Gt. Western Eltr. Co. vacated at 808 new chamber when it moved to 327 new chamber.

During December Minneapolis received 10,004,640 bus. of wheat, 1,863,380 bus. of corn, 2,063,840 bus. of oats, 2,479,670 of barley and 190,540 bus. of rye; compared with 6,904,870 bus. of wheat, 467,670 of corn, 757,300 of oats, 1,068,790 of barley and 163,850 bus. of rye received in Dec., 1909. Shipments in Dec., 1910, included 1,349,450 bus. of wheat, 999,950 of corn, 1,173,020 of oats, 1,800,940 of barley and 89,120 bus. of rye; against 1,064,220 bus. of wheat, 109,760 of corn, 816,240 of oats, 864,290 of barley and 107,150 bus. of rye shipped in the same month of the previous year.—John G. McHugh, sec'y Chamber of Commerce.

On the stroke of the clock at noon of the Friday before Christmas, Santa Claus (Louis Beaupre) walked in on the trading floor of the Chamber of Commerce, unswung his pack and began handing out presents. Simultaneously the big side doors were opened and a large Christmas tree was brot in under supervision of J. C. Wyman. Santa Claus first drew from the depths of his big sack a red apple, which went to former Pres. G. F. Ewe, despite the frantic efforts of Dan Engstrom, Henry Moreton, A. R. T. Dent, John McClatchie and W. T. Fraser. L. N. Loomis, pres. of the Twin City & Lake S. Electric Ry. Co., received a small train of cars which ran around the base of the tree on a little track. Roy Winter got a real chicken, Charles Tubbs a tin horse, Hal Watson a water jar, and Captain J. C. Vanderhoeft an enormous glass diamond. Spicer Gage got a toy goat, I. L. Corse a bottle of hair restorer, Joseph Gage and E. L. Welch, dolls dressed as chorus girls; Will Gregory a bird in a cage, Ashford Howard a Zeppelin airship, John E. Stair a taxicab. Fred Hallett a bag of peanuts, F. L. Carey an auto, Frank R. Pettit a baseball, and H. K. Sidle a telephone. E. L. Welch received a fishpole, H. D. Franke a small iron safe, Percy King a pair of skates, Eugene Dougherty a teddy bear, Harry Miller of E. A. Brown & Co., who writes satirical letters when the market doesn't go to suit him, received "A Guide to Letter Writing;" Ed. Patton and E. F. Brown toy bulls, Herman Wernle a small bullfrog, and Bert Lake a box of corn plasters. These gifts were received with bursts of joy while George Case, John Riheldaffer and Fred McCord, who got nothing, wept on each other's shoulders.

MISSOURI.

Springfield, Mo.—The local office of B. C. Christopher & Co. has been closed.

Bertrand, Mo.—We are contemplating building a grain eltr.—The Hardwick, Childress Merc. Co.

Montrose, Mo.—J. D. Mann has again entered the field as a grain dealer, having purchased the eltr. which he sold to W. H. Hurley about a year ago.—H. Hulfen.

Center, Mo.—The newly-organized Center Grain Co. will build an eltr. in the early spring. J. C. Gillam is pres., Geo. W. Young, vice-pres. and W. E. Flowerree, sec'y and treas. of the firm.

Bowling Green, Mo.—Dunken & Givin are considering the erection of an eltr. here and at Cyrene, Whiteside and Silcox, Mo. Work will probably begin in the spring.—W. F. Manzke Grain Co.

St. Joseph, Mo.—The amount of corn handled here during 1910 broke the record, 6,000,000 bus. being received, an increase over 1909 of 1,500,000 bus. Receipts of wheat show a falling-off due to the short crop in the territory tributary to this point. Looking over the year's grain business serves to call attention to the lack of terminal eltr. service which has proved a serious handicap to the city's grain trade.

KANSAS CITY LETTER.

Geo. D. Henry has moved here from Fairfield, Ia., and will supply feeders trade with corn and mill feeds.

The G. V. Fisher Grain Co., incorporated, capital, \$40,000; incorporators: Chas. V. Fisher, Blanche M. Fisher, John F. Parker and others.

The American Stock Food Co. will build a concrete feed plant, 135 by 150 ft. to be erected in the Blue Valley factory

district. The mill will produce an alfalfa mixed feed.

The Board of Trade held its annual election Jan. 3, at which C. P. Moss was elected pres., R. J. Thresher, vice pres. and F. P. Chalfant, L. W. Bixler, B. L. Hargis, A. P. Peirson and James Russell members of the arbitration committee.

Property-holders desiring to retain the Board of Trade in its present location propose to give the Board a bonus to remain; but the progressive firms in the present quarters have already leased office space in the new building to be erected.

A stamp tax on futures may be imposed by the state, according to a decision rendered Jan. 9 by the Supreme Court of the United States. The law, which was passed in 1907, provides that it is unlawful to keep a place wherein is permitted the buying or selling of stocks, grains, provisions, etc., for future delivery unless at the time of the sale a memorandum is made and a 25c stamp attached. The Supreme Court also upheld a Missouri statute abolishing a rule of the Board of Trade of Kansas City for the deduction of 100 lbs. from the weight of each carload of grain but by its members as estimated dirt.

Grain receipts at Kansas City for the month of December amounted to 2,752,800 bus. of wheat, 1,522,800 of corn, 584,800 of oats, 11,000 of rye and 64,400 of barley compared with 1,569,700 of wheat, 1,041,900 of corn, 280,500 of oats, 5,500 of rye and 22,000 of barley received in December, 1909. Shipments during the month amounted to 1,411,200 bus. of wheat, 828,000 of corn, 282,200 of oats, 5,500 of rye and 40,600 of barley, compared with 1,299,100 of wheat, 572,700 of corn, 408,000 of oats, 1,100 of rye and 8,800 of barley in December, 1909.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

W. E. Knapp & Co. have failed in business.

Members of the Exchange recently presented Gilbert E. ("Denny") Parrott with some handsome solid silver in honor of his recent marriage.

The St. Louis office of Chapin & Co. has been removed to Hammond, Ind., and will continue in charge of D. T. Geraghty, hitherto at St. Louis.

The Slack-Fuller Grain Co. was obliged to suspend business Jan. 5. N. L. Moffit has been appointed assignee and has taken charge of the affairs of the company.

Those who applied for membership in the Merchants Exchange during December were Henry W. Giessing of the Farmington Mfg. Co., Farmington, Mo., Geo. Gierer, of the W. D. Orthwein Grain Co., St. Louis and Sam Cohn of the Empire Hay & Grain Co., St. Louis. Memberships transferred were those of Edgar T. Orthwein, Chas. H. Smith, Louis W. Roos and C. A. Smith.

The annual election of officers of the Merchants Exchange was held Jan. 4, after one of the hottest campaigns in the history of the organization, and resulted in the election as pres. of James W. Garneau, of the Waldeck Packing Co., who had a plurality over Nat L. Moffitt of 9 votes. Mr. Garneau, who was one of the directors of the exchange with 2 more years to serve, resigned the day before the election, headed an independent ticket and won the presidency by the small plurality of 9 votes over Nat L. Moffitt, one of the most popular members of the exchange. All of the other candidates on the independent ticket were defeated. The following were chosen as members of

the board of directors: Fred D. Chamberlain, Roger P. Annan, Jr., Frederick Diebel, Adderton Samuels and Wilbur Christian. Christian Bernet was chosen first vice-pres. and John L. Messmore second vice-pres. The voting was unusually heavy, over 800 votes being polled.

During December St. Louis received 1,287,000 bus. and 4,556 sacks of wheat, 2,056,800 bus. and 1,046 sacks of corn, 1,684,700 bus. and 250 sacks of oats, 40,700 bus. of rye and 541,800 of barley; compared with 1,320,000 bus. and 20,311 sacks of wheat 3,419,900 bus. and 2,758 sacks of corn, 1,276,800 bus. and 515 sacks of oats, 29,000 bus. of rye and 249,600 bus. of barley in December, 1909. Shipments during the month totaled 1,211,960 bus. and 3,720 sacks of wheat, 969,750 bus. and 8,640 sacks of corn, 1,149,240 bus. and 25,790 sacks of oats, 38,720 bus. of rye and 8,810 bus. of barley; compared with 1,466,220 bus. and 55,830 sacks of wheat, 1,441,920 bus. and 54,800 sacks of corn, 1,008,120 bus. and 28,020 sacks of oats, 39,890 bus. of rye and 11,910 of barley shipped in December, 1909.—Geo. H. Morgan, sec'y Merchants Exchange.

In his annual report Wm. T. Hill, chairman of the board of managers, reported a vast number of changes secured in the rates, rules and regulations as affecting the St. Louis grain market resulting from which the market has been placed upon a proper rate adjustment as compared with other competitive markets. Sup't John Dower reports that the work of the Department of Weights has as heretofore been directed toward increasing the efficiency and usefulness to those engaged in the grain trade. He also calls attention to the fact that the hold track car inspection inaugurated in 1908 is still in operation and that the department has a record of the seals and exact physical condition of every grain car at the time of its arrival at the inbound yards during the year. A record has also been kept of all cars found in a leaky condition, this report showing that during the year 5,421 cars were found with leaking grain doors, 429 leaking over the doors, 20,007 with leaking boxes, 950 leaking at end windows, 8,889 cars not sealed, 2,060 with end windows not sealed and 690 with end windows open. P. H. Litchfield, chairman of the Publicity Bureau, in his annual report, shows that a great deal of effective work has been accomplished. The report of the treasurer for 1910 shows the receipts from transfer fees to be \$4,900; assessments, \$70,700; real estate account, \$13,500, and rent for telegraph counters, \$1,900, which amounts with various other receipts bring up the total to \$93,851.52. Traffic bureau expenditures amounted to \$18,685.32, telegraph account \$17,689.56, department of weights \$7,906.62, and \$6,861.71 for publicity bureau, which with other expenditures brings up the total to \$91,476.84, leaving a balance on hand December 31, 1910, of \$2,374.68.

MONTANA.

Ovando, Mont.—The Blackfoot Commercial Co. has succeeded to the business of Jakways & Faust.

Clydepark, Mont.—We have gone into the grain business.—J. H. Westerfeld, A. W. Miles Lumber Co.

Dillon, Mont.—I will discontinue my office here for the present and make my offices at Denver Colo.—Daniel J. Roberts, mgr. Dillon Grain Co.

Bozeman, Mont.—We have succeeded Gary Bros. & McDonnell and incorporated

our business with a capital stock of \$25,000.—John P. Gary, mgr. Gary Bros. & Gaffke Co.

Willow Creek, Mont.—Approximately 100,000 bus. of grain will be marketed at this station on the next crop, judging from present appearances, and an eltr. is needed.—A. J. Woodward.

Billings, Mont.—The Russell Miller Mfg. Co. is operating its flour mill in the buildings formerly operated by us, as we are out of the grain business.—A. L. Babcock Hardware Co.

NEBRASKA.

Raymond, Neb.—H. B. Hoyle, who sold out his eltr. here, has removed to Portland, Ore.

Heartwell, Neb.—Chas. H. D. Avery, formerly in the grain trade here, has removed.

Gladstone, Neb.—We have moved our headquarters from Fairbury, Neb. to this place.—M. W. Van Buren & Son.

Ravenna, Neb.—We have equipped our eltr. with a Manlift and a Sonander Automatic Scale.—The Ravenna Mills.

Fremont, Neb.—I have sold my eltr. to the Farmers' Grain Co. and am out of the grain business.—J. M. Rutt.

Belfast, Neb.—We have installed a Sonander Automatic Scale in our eltr. here.—The W. T. Barstow Grain Co.

Beaver City, Neb.—We expect to rebuild our eltr., which was recently struck by a meteor, in time to handle the growing crop.—C. M. Linn.

Auburn, Neb.—L. L. Coryell has established an office in the First National Bank bldg., from which he will conduct his grain, coal and feed business.

Grand Island, Neb.—Henry Glade, of Henry Glade & Sons, died here recently at the age of 66 yrs. His son, F. A. Glade, will continue to manage the business.

Cairo, Neb.—S. M. Beadle, formerly mgr. of the eltr. of Oscar Wells & Co., has bot the eltr. of the Heupel Grain & Coal Co. Wm. C. Ofield is the new mgr. for Wells & Co.

Central City, Neb.—Thomas Benton Hord, one of the biggest operators of grain eltrs. in the country, died at Minneapolis, Dec. 24, where he had gone for a medical treatment for paralysis.

Arlington, Neb.—The business of my father, the late R. E. Roberts, is being conducted in the name of the estate. When the estate is settled the eltrs. will go to W. E. Roberts, Ray Roberts and myself.—O. C. Roberts.

Shelton, Neb.—Samuel McMurray, mgr. of the Farmers Eltr. Co. has brot suit against the Omaha Eltr. Co. charging discrimination in purchasing grain and paying less for grain at Gibbon, Neb., where there is no competition, than at Shelton where the Farmers Eltr. Co. competes with the defendant.

Lincoln, Neb.—The Farmers Co-op Grain & Live Stock State Ass'n will hold its 8th annual meeting at the Lincoln hotel here, Jan. 18-19. The Hon. E. L. King, of Osceola, will address the meeting on "The Law Prohibiting Discrimination in Buying and Selling" (1907-1909); C. Vincent, of Omaha, on "Some Needed Legislation;" Harry F. Atwood, ass't U. S. Atty. of Chicago, on "Co-operation and Developments of Agriculture;" J. D. James of Byron, on "Should Farmers' Grain and Live Stock Companies Handle Lumber and Coal?"

An hour or more will be devoted to discussion by mgrs. of farmers eltrs., the discussion being opened by J. W. Short-hill, of Crete. Frank E. Scott, of Omaha, will also address the meeting upon "Can Buying and Shipping of Live Stock be Successfully handled by Co-operative Grain Ass'ns."

Ohiowa, Neb.—S. J. Spelde has resigned as agt. for the Lincoln Grain Co. and will be succeeded by Mr. Coe, mgr. for the same firm at Tobias. Mr. Spelde has held this position so long that, to use his own words, he is like "the Helots of Greece, a part of the soil and bought and sold with it. I bid the office good-bye with the same sense of sadness with which we would say good-bye to an old friend."

OMAHA LETTER.

The membership of J. A. Ellis has been transferred to C. J. Chisam.

Omaha, Neb.—The Thompson Grain Co. has purchased a tract of land upon which to erect an eltr.

Grain receipts at Omaha during December were 1,206,000 bus. of wheat, 1,780,800 of corn, 1,468,800 of oats, 25,300 of rye and 229,600 of barley; compared with 645,200 bus. of wheat, 1,394,800 of corn, 758,400 of oats, 32,000 of rye and 30,000 of barley received in December, 1909. Shipments amounted to 547,000 bus. of wheat, 684,000 of corn, 898,500 of oats, 17,000 of rye and 51,000 of barley; compared with 424,000 bus. of wheat, 536,000 of corn, 786,000 of oats, 28,000 of rye and 18,000 of barley shipped in December, 1909.—F. P. Manchester, sec'y Omaha Grain Exchange.

NEW ENGLAND.

Clinton, Mass.—Brockelman Bros. have succeeded the Wachusett Grain Co.

Rockland, Me.—The L. N. Littlehale Grain Co., capital, \$50,000; incorporators: M. K. Littlehale, pres., and others.

NEW YORK.

Oneonta, N. Y.—The large grain eltr. of Morris Bros. was burned here Dec. 23.

Catskill, N. Y.—A petition in bankruptcy has been filed against J. Charles Foote, a local grain dealer. It is alleged that while insolvent, he transferred seed and grain worth \$250 to the Page Seed Co. of Greene, N. Y.

New York, N. Y.—The Produce Exchange celebrated the holidays by giving an entertainment for the poor children of the city, consisting of music and vaudeville shows and the presentation of hundreds of baskets containing a New Year's dinner.

BUFFALO LETTER.

The Buffalo Cereal Co. has put a new breakfast food upon the market known as "Bufceo."

During the past year the custom-house at this port received duties on flaxseed amounting to \$574,225.50.

The reinforced concrete eltr. of the Spencer Kellogg Co. will be in operation with the opening of navigation. It is of 1,000,000 bus. capacity and cost \$250,000.

Otto G. Spann has been elected pres. of the O. G. Spann Grain Co., Chas. T. Doorty, vice-pres. and mgr., and Henry J. Wilkes, sec'y and treas. The firm began business, as a corporation, Jan. 1.

NORTH DAKOTA.

Aurelia, N. D.—The eltr. operated by Theo. Alberts burned recently.

Elliott, N. D.—An effort is being made to organize a Farmers Eltr. Co.

Portland, N. D.—L. O. Odegaard, formerly mgr. of the Portland Farmers Eltr. Co., has moved.

Rolette, N. D.—The eltr. of the Atlantic Eltr. Co. burned here Dec. 19, with a loss of \$14,000, including 6,000 bus. of wheat, a hotbox being responsible. Two nearby eltrs. were also threatened.

Adams, N. D.—The eltr. of the Woodworth Eltr. Co. suffered a slight loss by fire Dec. 16. The fire originated from a hot box and altho it must have burned all night, it did not gain any headway.

OHIO.

Cleveland, O.—The office of H. M. Strauss & Co. has been removed to the Garfield bldg.

Piqua, O.—The many friends of C. N. Adlard will regret to learn that he is ill with pneumonia.

New Knoxville, O.—The Detjen-Kattman Co. is contemplating going into the milling business.

Troy, O.—Edwards Bros. have bot back the eltr. of A. C. Nicol which they recently sold to him.

Bowling Green, O.—We have changed our firm name from Huffman & Co.—Huffman Grain Co.

Englewood, O.—We have succeeded S. B. Miller at this point.—G. M. Baker, of Baker Brothers.

Botkins, O.—We have succeeded Taylor & Marx in the grain business here.—J. E. Shafer, of Shafer Grain Co.

Grant, O.—Ed. Hofsteter of Kenton, O., is building a 12,000-bu. eltr. here, to be equipped with the latest machinery.

Ansonia, O.—The Ansonia Grain Co. and John W. Huffnagle are the only regular dealers here. All others are scoop shovelers.

Lima, O.—The Northwestern Ohio Hay & Grain Dealers Ass'n will hold a meeting here Friday, Jan. 13.—T. P. Riddle, sec'y.

Wauseon, O.—I have purchased the old can factory here and have remodeled it for the convenient handling of grain.—E. F. Hanson.

Portsmouth, O.—H. S. Grimes, former pres. of the Grain Dealers National Ass'n, gave a New Year's dinner here to 125 newsboys and messengers.

Union, O.—My son, E. F. Younce, has discontinued his track-buying at this place, and is a member of the firm of D. S. Younce & Son.—D. S. Younce.

Pleasant Hill, O.—C. M. Myers, formerly of Myers Grain Co., Columbus, O., will open a track office at this place.—D. M. Myers, of the Myers & Patty Co.

Kirkwood, O.—Adland & Persinger are installing an ear corn loader, manufactured by The Phillip Smith Mfg. Co.—E. T. Custenborder mgr. Adlard & Persinger Grain Co.

Greenville, O.—Our new eltr. is now completed, equipped with new, up-to-date machinery thruout, and with electric power. We have succeeded Mote, Wenrick & Co.—Mr. Hawkins, of Wenrick, Mote & Hawkins.

Ansonia, O.—T. B. Marshall of Greenville, O., has disposed of his interest in the Ansonia Grain Co., and will move his family to Sidney, O. We are enlarging our office and are installing a 24-in.

French-burr grinder and a duplex corn crusher.—C. E. Harmony, mgr. of Ansonia Grain Co.

Cleveland, O.—Work on the concrete grain tanks being erected for the Isaac Leisy Brewing Co., by the General Construction Co., has been suspended until higher temperatures prevail. When completed the tanks will be 33 ft. in diameter and 90 ft. high.

Columbus, O.—A special meeting of the Ohio Grain Dealers Ass'n, in conjunction with the Ohio Millers Ass'n, has been called for Feb. 3, to be held in connection with the National Corn Exposition, which will be in session at that time in this city. Feb. 3, the date selected for the joint session, is National Corn Day at the Exposition. Several orators of national prominence will deliver addresses, and in the evening the National Corn Banquet will be held in the Exposition auditorium, when 1500 guests will be in attendance. The Ohio Corn Improvement Ass'n will be host. Sec'y James Wilson of the Department of Agriculture will be the principal speaker. Senators Burton of Ohio and Clapp of Minnesota, with many others quite prominent, will be after-dinner speakers.

CINCINNATI LETTER.

Blanche Granger, widow of W. W. Granger, who was vice pres. and general mgr. of the Union Grain & Hay Co., has made application to administer his estate, which is estimated at \$10,000 in personal property and \$25,000 in real estate.

Cincinnati, O.—The nomination committee of the Chamber of Commerce has named the following as members of the regular ticket: Walter Draper, pres.; Herman Cellarius, vice-pres.; Geo. Schneider, treas.; H. E. Richter, of the Gale Bros. Co. Directors: H. F. Lackman, N. Longfellow, C. P. Moore and L. Blum. A reform of the weighing system was also indorsed as one of the planks of the platform.

During December Cincinnati received 480,674 bus. of wheat, 925,000 of corn, 406,358 of oats, 153,200 of barley and 99,558 of rye; compared with 264,404 bus. of wheat, 887,206 of corn, 450,264 of oats, 64,124 of barley and 89,266 of rye in December, 1909. Shipments during the month totaled 302,076 of wheat, 463,350 of corn, 321,501 of oats, no barley and 60,588 of rye; compared with 247,502 of wheat, 487,728 of corn, 304,818 of oats, 1,000 of barley and 36,287 of rye shipped in December, 1909.—C. B. Murray, sup't Chamber of Commerce.

Fire today destroyed the splendid building of the Chamber of Commerce, erected in 1888, at a cost of \$700,000. The fire started in the upper two floors occupied by the Cincinnati Business Men's Club, which was giving a banquet in the club headquarters. All those present made good their escape from the dining hall; but three clerks of the Early & Daniel Co., known to have been in the office of the company at the time of the fire, are missing. They are Fred Marshall, S. S. Sibbald, and James Leslie. While the flames were spreading a pocket of gas in the large trading hall became ignited and the explosion wrecked the interior and let the roof drop down into the basement. The valuable records and library of the Chamber of Commerce, going back to the time when this city was the leading grain and provision market of the west, have been completely destroyed.

TOLEDO LETTER.

C. A. King & Co. donated the gross commissions of Christmas week to the poor, while Frank King presented each of the messenger boys of the Exchange with a new \$1 bill.

The Lake Erie Eltr. Co., a subsidiary corporation of Rosenbaum Bros., of Chicago, has been incorporated with a capital stock of \$10,000. The incorporators are G. D. Woodman, Rathburn Fuller, C. G. Cunningham and Wm. E. Brown. The C. H. & D. eltr. here and the Sandusky eltr. at Sandusky, each with a capacity of 500,000 bus., have been acquired and will be run in conjunction with the new office of Rosenbaum Bros. in the Produce Exchange.

During December Toledo received 179,000 bus. of wheat, 780,400 of corn, 231,000 of oats, no barley, no rye and 6,870 bags of clover seed, against 299,500 bus. of wheat, 539,400 of corn, 155,300 of oats, 900 of barley, 7,000 of rye and 5,890 bags of clover seed in December, 1909. Shipments during the month were 79,500 bus. of wheat, 480,800 of corn, 209,100 of oats, no barley, 4,000 bus. of rye and 6,081 bags of clover seed; compared with 127,600 bus. of wheat, 272,000 of corn, 277,500 of oats, 900 of barley, 25,600 of rye and 2,350 bags of clover seed in December, 1909.—A. Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Lenapah, Okla.—The eltr. of the Reap-Patterson Eltr. Co. burned Jan. 3.

Hitchcock, Okla.—G. J. Krieger & Son have purchased the eltr. of the J. Rosenbaum Grain Co.

Weatherford, Okla.—The Citizens Mill & Eltr. Co. will tear down its eltr. and erect a new one upon its site.

Oklahoma City, Okla.—The Oklahoma Grain & Flour Co. has been organized to do a general grain, millfeed and cotton seed products business and has established offices in the Herskowitz Bldg. C. W. Binkley has been appointed mgr.

Alva, Okla.—The Woods County Grain & Broomcorn Co., incorporated; capital stock, \$10,000; incorporators: John Wiebner, F. H. Mayer, G. Kletke, T. Wagner, all of Alva.

OREGON.

Freewater, Ore.—The Peacock Mill Co. is planning to erect a 600 bbl. fire-proof mill with warehouses and eltrs. A pipe line will provide water power.

Portland, Ore.—Rates for loading and unloading grain are being raised by the stevedoring firms and as a result 5c per ton will be added to wheat in small sacks, which is loaded for 30c, and large sacks for 32½c with half-sacks of flour the same and quarter-sacks for 40c, 30c for barley and 40c for bran and oats. The firms point to the liability insurance cost, which has been increased 400%, as the cause of the advance.

Portland, Ore.—Four capitalists of this city have organized the Hayden Land Co. and have purchased Hayden Island in the Columbia River, paying \$250,000 for it and intend to line its shores with grain eltrs. The island has 7¾ miles of water front, is 55 ft. above sea level and has ample depth for shipping. The promoters claim that grain can be loaded into the vessels for 1¼c per ton, whereas the cost of loading from the Portland docks is 3c per ton. It is believed that the project will greatly increase the prestige of Portland as a grain center.

C. A. Doty has been elected pres., J. T. Stoddard, vice-pres., G. W. Brenner, treas. and R. C. Wright, sec'y.

PENNSYLVANIA.

Pittsburg, Pa.—W. F. Heck & Co. have succeeded the Clark Grain & Hay Co., Mr. Clark withdrawing from the business.

Sheridan, Pa.—G. M. Strobaker, superintendent of a grain eltr. here, is in the hospital as the result of strychnine which was put in his food. His wife was held, but neither the police or Strobaker would make charges against her.

PHILADELPHIA LETTER.

Sec'y Frank E. Marshall of the Commercial Exchange is expected to return from Alabama within a week.

During December receipts of wheat were 362,407 bus.; corn 900,783 bus.; oats 553,347 bus.; against during December, 1909, wheat 1,852,513 bus.; corn 393,038 bus.; and oats 334,641 bus.

In 1900 there were 33,451,170 bushels of corn exported from here, while during the entire period of 1910, covering 12 full months, only 827,479 bushels of corn were shipped abroad. What a vast difference.

Within the next ten days, the names of candidates for pres., vice pres., treas., and director of the Commercial Exchange will be posted on the bulletin board of the grain floor, the election to take place Tuesday, January 31.

Pres. James Hancock, the head of the Hancock Grain Co., for many years the biggest grain exporting house in the East, says that all this talk about millions of bushels of corn to go forward from this port to foreign points is "absolute rot."

Members of the Commercial Exchange celebrated the coming of the New Year with a vaudeville show and a band concert in place of the annual grain fight which formerly amused the brokers, the room committee deciding that the battle caused too much disturbance and damage.

During 1910 Philadelphia received 8,868,358 bus. of wheat, 2,512,930 of corn and 5,821,987 of oats, compared with 10,331,854 of wheat, 4,207,782 of corn and 4,786,349 of oats received in 1909. During the year exports of wheat were 6,992,020 bus. and 827,479 of corn, compared with 8,937,300 of wheat and 3,314,261 of corn exported in 1909.

Counsel has been appointed by the transportation committee of the Commercial Exchange to represent the exchange at a hearing to be held Jan. 20 to inquire into the complaint that the railroads charge a full day's demurrage on carloads of grain on Saturday half-holidays. Evidence will be presented to Special Examiner Vassault, of the Interstate Commerce Commission who will take the testimony.—S. R. E.

SOUTH DAKOTA.

Ravinia, S. D.—The Farmers Eltr. Co. is erecting a 30,000-bu eltr. here. V. E. Forrest & Co. have the contract.

Nisland, S. D.—The Belle Fourche Mfg. Co. of Belle Fourche, S. D., has built a warehouse here and will buy grain.

Huron, S. D.—The eltr. of G. D. Smith in which was stored \$3,000 worth of grain burned Dec. 30. The loss on

the eltr. is \$4,000. The grain was not insured.—F.

Amherst, S. D.—The business of Carl Kjelmlyr, who recently succeeded Kjelmlyr & Riley, has been placed in the hands of a trustee.

Vienna, S. D.—K. E. Seim, who was formerly agt. of the Northwestern Eltr. Co. here, is now county treasurer and is located at Clark, S. D.

Sioux Falls, S. D.—The Tri-State Grain Co., which engaged in the grain trade here recently, has been incorporated with a capital stock of \$10,000.

Pierre, S. D.—Governor Vessey, in a recent speech on freight rates, called attention to the fact that the average state rate on flaxseed is much higher in South Dakota than in Iowa and North Dakota.

Rapid City, S. D.—The state railroad commission, while holding its meeting here recently, received complaints from the operators of the Farmers Eltr. Cos. of Elk Point, Worthing and Harrisburg saying that they are being discriminated against in the distribution of cars.

SOUTHEAST.

Nashville, Ga.—Clemonts Bros. are no longer in the grain business here.

Augusta, Ga.—The hay and grain warehouse of Murphey & Co. burned Jan. 3, suffering considerable loss.

Charlotte, N. C.—J. J. Adams of the Adams Grain & Provision Co. has been absent from his office for the last two years on account of his health.

Richmond, Va.—The municipal authorities have granted the request of the members of the Grain Exchange and hereafter will award the contract for supplying feed for the street-cleaning department horses to the lowest bidder.

Birmingham, Ala.—The warehouse of the Western Grain Co. burned here Jan. 1, the second time in eight months. The damage is estimated at \$50,000 and is covered by insurance. Gov. Comer is a stockholder in the company.

TENNESSEE.

MEMPHIS LETTER.

W. J. Booker, for a number of years a broker for cotton seed products and grain, died the past week at the age of 63 years. He was ill but a few days. He for a number of years conducted his business under the name of the Peacock Products Co.

H. S. Williams, of Chicago, and W. A. Gardner, of St. Louis, who are non-resident members of the Merchants Exchange, gave an informal dinner, Dec. 28, at which they prophesied that Memphis would become a great grain center and spoke enthusiastically of the progress made in the last decade.

After the daily session of the daily call board last week S. Tate Pease, pres. of the exchange, presented a handsome silver casket to Robert Galloway, pres. of the park board of this city, as a testimonial from a number of citizens for his excellent work in developing the park system.

Receipts of hay and grain recently have been light. It is attributed chiefly to the light business, due to conditions explained previously. Chief Inspector Gardner says grades have been more satisfactory. The action of the corn market during the past week has not been altogether a surprise to the wise ones, but they are beginning to look now for

a reaction. Firmness in oats has been marked enough to put selling prices up and hay remains just as firm as ever, with shipments small.

J. W. Fulghum, for a number of years in charge of the hay and grain department of Shanks, Phillips & Co., has resigned to become a member of the firm of Rainer, Connell & Fulghum, having bought a third interest. He will be the floor member at the Merchants Exchange. The new firm will be a strong one and is already spreading out. New warehouses are now in course of erection and an eltr. will be built right away at the junction of Wolf River and the Illinois Central, thus giving both water and rail shipping facilities. Plans for the eltr. are completed and bids are being advertised for.

The banquet to mark the election event and the entrance to the new quarters of the Merchants Exchange will be Thursday night and it will be one of the biggest things of its kind ever held here. Covers will be laid for about 250 and guests will include several governors, members of congress and other notables. Toastmaster will be W. A. Percy, of this city, while Thos. O. Vinton, formerly pres. of the exchange, but now pres. of the largest bank here, will be chairman of the reception committee. Because of delay in getting some of the new furniture and fixtures the exchange cannot occupy its new home until about Feb. 1, and preparations are being made to move at that time.

The excitement of the annual election of officers of the Merchants exchange is getting keen and overshadows nearly everything in the hay and grain trade. While neither of the candidates for president are grain people, the trade having had the place for the two past years, both sides have their adherents and all hay and grain people will not be for one man. A grain man is on one ticket for vice president and he is being supported by nearly all of the trade. The tickets are known as "bulls" and "bears" and T. B. Jones, a grain man, is chairman of the former, while W. W. Simmons, a coal and ice man, is chairman of the other. The tickets are as follows: "Bulls"—Pres., H. J. Parrish; vice pres., G. E. Patteson; directors: C. M. Drew, Sim Clark, C. D. Jordan, J. T. Denyven, E. I. Willcox, F. C. Weathersby, J. A. Buchanan and W. P. Battle. "Bears"—Pres., James Sloan; vice pres., M. M. Bosworth; directors: J. E. Maury, J. H. DuBose, R. C. Williamson, J. M. Scruggs, J. T. Morgan, R. M. Dozier, L. T. Webb and Lawson D. Falls. Election will be held on Thursday, Jan. 12, in the new quarters of the organization in the Exchange building, which is nearing completion. Every member must pay his annual dues, which have been raised to \$50, before being allowed to vote.

The adoption of the new rules for hay and grain has developed quite a contest and matters have been somewhat involved for several days. But the contest has about been fought out and soon the rules will be ready for publication. The method of getting at the wishes of the trade was to have the rules up and discussed by them and action taken so that the exchange could formally adopt them later and thereby make them official. Some contest arose as to whether the board of directors ought to adopt the rules or whether a general meeting of the exchange was necessary. The latter has been decided upon. Action has been taken by the hay and grain trade and it

only remains for their will to be carried out. By a decisive vote it was decided to put into use here the rules of the National Hay association. The chief objection to the adoption of these was because of the difference as to No. 2 clover mixed. Another fight was had over the methods of grain inspection, some members trying to have change made from track to office, but they lost by a number of votes. The contention of the victors was that weather conditions here a large part of the year made track inspection preferable. Inspection will in future be done on a salary basis instead of as heretofore, the fees being collected by the exchange and the salary paid out of them. There is no doubt of the continuance of E. R. Gardner as chief inspector, he being recognized as one of the best in the country. Whether he will continue to inspect hay is not decided, but chances are that he will. A new grade of oats will be adopted, to be known as No. 2 standard, it being between 2 and 3. The grain rules will be almost identical to those of the Grain Dealers National Ass'n.—M.

NASHVILLE LETTER.

J. R. Hale, of J. R. Hale & Sons, a prominent grain dealer of this city and of Murfreesboro, Tenn., died at Murfreesboro, Dec. 18, aged 72. The business will be conducted by his sons.

Robert Vaughn, clerk of the Nashville Chancery Court, has been appointed to take charge of a portion of the property of the Steel Eltr. & Storage Co. to be sold unless a mortgage of \$13,546.45 is paid by Jan. 23.

Articles of incorporation have been secured by the Nashville Traffic Bureau and negotiations are being made with a prominent railroad man to take charge at a salary of \$7,500 per year. It is believed that the bureau will be of great aid to the grain man.

According to the report for the year 1910, compared with 1909 as compiled by the Nashville Grain Exchange the receipts of grain for 1910 were less than 1909 by some 5,000 cars, the figures being 14,214 cars for 1910 and 19,222 cars for 1909. The receipts of hay were also lighter, being 3,184 cars for 1910 and 3,725 for 1909.

A meeting of the members of the Nashville Grain Exchange was held Friday night in the exchange rooms in the chamber of commerce building when the new reshipping rules effective Feb. 1 were discussed. Among the changes noted will be the change in the time required for checking tonnage. Under the old rules ten days' time was allowed, but under the new rules tonnage will have to be checked every day.

TEXAS.

Galveston, Tex.—Koehler Bros. are no longer in business here.

San Antonio, Tex.—The warehouse of the Garrett-Hickerson Grain Co. burned Dec. 27. Loss, \$3,500, insured.

Brownsville, Tex.—I am building an eltr. and contemplate purchasing air blast machinery for handling grain.—M. Bes-teiro.

Texas City, Tex.—The 500,000-bu. eltr. of the Texas City Transportation Co. costing \$250,000 has been completed. James Stewart & Co. had the contract.

Ft. Worth, Tex.—A warehouse 120 ft. long is being erected in connection with

the new steel tank eltr. of the Smith Bros. Grain Co. by B. J. Carrico.

Victoria, Tex.—A. W. Pickering, a wholesale and retail grain dealer, is about to move into a new building here.

Van Alstyne, Tex.—Burglars entered our office New Year's eve, but secured nothing. Our corn shelling plant, which was recently burned, is ready for operation again. We have installed a corn sheller, a hay press and a 30 h. p. electric motor for power. We find a ready market for our shucks and corn cobs.—Grayson Mill & Gr. Co.

Galveston, Tex.—No corn or wheat was shipped from this port during the four months prior to Jan. 1, 1911, against 1,508,219 bus. of wheat and 994,465 bus. of corn shipped during the same period of last year. The total shipments for the year amounted to 109,079 bus. of wheat and 869,317 of corn.—C. McD. Robinson, chief inspector Galveston Board of Trade.

WASHINGTON.

Olympia, Wash.—The Farmers Union will maintain a lobby at Olympia during the coming session of the legislature, one object of which is to work for the enactment of a constitutional measure for the grading and weighing of grain and hay by state officials.

Tacoma, Wash.—State Grain Inspector J. C. Holst is installing a dual system of inspection. Mr. Holst or his chief deputy will pass on each car of wheat as well as the regular inspector. The two samples will be kept for 30 days so that if a complaint is made the sample may be produced and the dispute settled.

WISCONSIN.

Hilbert, Wis.—Schmidler & Runte have dissolved partnership, Mr. Runte continuing the business.

Kendall, Wis.—G. L. Adrian, formerly in the grain business here and who sold his business to Leon J. Watters, is now located at McIntosh, S. D.

Racine, Wis.—The Wisconsin Cereal Co., which has been organized to deal in grain and manufacture cereals here, will occupy the building formerly used by the Seils City Mlg. Co.

MILWAUKEE LETTER.

The annual New Year's frolic of the Chamber of Commerce consisted of a band concert and vaudeville in which the members vied with the professionals.

Those admitted to the Chamber of Commerce during December are: Wm. L. White, R. C. Bagley, Carl E. Hansen and R. M. Koppelkamm. Memberships transferred were those of E. F. Blomeyer, Wm. Hughes and Edward Shackell.—H. A. Plumb, sec'y Chamber of Commerce.

Carl E. Hansen, an old time maltster, who organized the Hansen Malting Co., as reported in this column Dec. 25, is having the foundations for a malthouse and 15 concrete grain bins with 8 interspaces laid by A. D. Whipple. The plans are not yet completed, but are expected to provide for 15 additional bins later. The bins will be 20 ft. in diameter and 90 ft. high if the foundation will permit.

Geo. W. Shepard of the Chamber of Commerce and Congressman Carey recently conferred with U. S. Attorney Kenyon at Chicago on the right of the Chicago Board of Trade to expel Milwaukee Chamber of Commerce members, following the recent action by the Cham-

ber of Commerce doing away with the use of Chicago warehouse certificates for grain delivery on future trades. Atty. Kenyon is expected to take definite action within two weeks.

On Saturday, Jan. 7, St. Paul Eltr. A. storage capacity 850,000 bus., owned and operated by the Chicago, Milwaukee & St. Paul Ry. Co., was declared a regular elevator under the rules of the Chamber of Commerce by the board of directors with the approval of the Ass'n. St. Paul Eltr. A will be a regular eltr. until Aug. 1, 1911, the date fixed by the rules when the period for which an eltr. is made regular must expire.—H. A. Plumb, Sec'y Chamber of Commerce.

Milwaukee received during the month of December 606,810 bus. of wheat, 1,279,050 of corn, 1,744,000 of oats, 1,779,700 of barley, 153,000 of rye; against 422,600 bus. of wheat, 284,900 of corn, 499,500 of oats, 1,003,600 of barley and 70,000 bus. of rye in December, 1909. Shipments during the month amounted to 669,359 of wheat, 1,051,004 of corn, 2,434,308 of oats, 768,214 of barley and 157,870 of rye; compared with 399,701 of wheat, 351,038 of corn, 547,856 of oats, 250,852 of barley and 81,000 of rye in the corresponding month of 1909.—H. A. Plumb, sec'y Chamber of Commerce.

International Regulation of Rail Rates.

In his report on the creation of a joint Canadian and United States railway commission former chairman Knapp of the Interstate Commission says:

It is quite apparent that the existing laws of the United States and of Canada are inadequate for the effective control of international carriers.

It is equally plain that the regulation to which international carriers should be subjected is substantially similar to that provided for interstate carriers of the United States under the substantive provisions of the amended act to regulate commerce, as the same are defined and summarized in a draft of a proposed treaty between the United States and Canada.

To accomplish the desired result a treaty between the two countries would be preferable to concurrent legislation. This proposed treaty provides for a tribunal to enforce and administer its provisions, to be known as the International Commerce Commission, and which shall consist of four members, namely, the chairman of the Interstate Commerce Commission and the chief commissioner of the Board of Railway Commissioners for Canada, for the time being a member of the Interstate Commerce Commission, to be appointed by the President of the United States, and a member of the Board of Railway Commissioners for Canada, to be appointed by the governor-general of Canada in council.

International carriers by water between the United States and Canada should not be subjected to the provisions of such a treaty, except when and to the extent that they unite with rail carriers in either country in forming through water and rail or rail and water routes.

The provisions of such a treaty should apply to telegraph, telephone and express companies, and such companies should be subject, as respects their international business, to the authority of the International Commerce Commission.

New Weighing Department at Cincinnati.

Effective Jan. 9, the Cincinnati Chamber of Commerce has adopted new rules to govern weighing of grain in that market which make the deputy weighmen independent of the warehousemen instead of as formerly being their employees. However honest Cincinnati weights may have been in the past, the fact that the buyers of the grain or hay had the weighmen on their pay rolls left the fairness of such weights open to suspicion. Under the new rules the weighing buro will be entirely disinterested. The provisions of the new rules are:

The chief weigher shall be appointed by the board of directors. The deputy weighers shall be appointed by the chief weigher subject to approval of the standing committee of public weighing and the board of directors. All such appointments shall be revocable at any time by the board of directors. The chief weigher and deputy weighers shall be under bond.

The chief weigher and deputy weighers shall be paid a salary by the Chamber of Commerce, said salaries to be fixed by the board of directors. They shall not be permitted to receive for their official services any salary, wages, fees, or other perquisites, emoluments or rewards from any other source than the salaries herein provided.

The chief weigher shall see that all scales are kept in proper working order, and have the same periodically inspected and tested by approved methods. A record of all such inspections must be kept, showing date, test used, variations noted, etc. Use of scales found out of condition or giving incorrect results, to be suspended pending repairs or adjustment. He shall have authority to suspend or remove any deputy weigher at any time, or when directed to do so by the standing committee on public weighing. All such actions to be reported to and subject to approval of the board of directors. The chief weigher shall collect all fees for weighing due the Weighing Buro under these rules, and pay the same into the treasury of the Chamber of Commerce.

It shall be misconduct for any person to break any seal affixed to any in or out-bound car of grain or other produce, without the knowledge or consent of the weigher or grain inspector. Cards shall be furnished by the Weighing Buro, designating the initials and car numbers of cars officially weighed for shipment, indicating that such cars to which these cards are attached have been weighed by the Cincinnati Chamber of Commerce Weighing Buro. Such cards shall be attached to all officially weighed outgoing cars.

If a car is found to be in bad order in such a way as might contribute to loss or damage, the weigher must immediately notify the local freight agent of the railroad on whose track the car is then located, of such defect, and the local freight agent of the railroad shall, as soon thereafter as possible, send an inspector to examine the car jointly with the weigher. If they agree upon the fact, notations as to the specific defects shall be made upon the weight certificates and signed jointly by the weigher and inspector. If they are unable to agree, each will make written report of his findings and conclusions in duplicate, each furnishing the other with a copy, these reports to be filed with the chief weigher, who shall determine as to the notations to be made on the certificate. The settlement of claims for loss or damage in which the railroads may be interested, are to be made according to merit and as developed by investigation.

Official certificates of weight shall be issued by the chief weigher, such certificates to be furnished only by the weighing buro, and no other form shall be used. Official certificates shall be consecutively numbered, must show the entire contents of each car weighed, designating the number of bales or sacks if so loaded, and must show the initials and car number into and from which the property was weighed. For grain, grain products, millfeed, seed, hay and straw, certificates shall report also the condition of the car, with such other details as the nature of the case calls for.

The fees for weighing shall be \$1 per car on grain, grain products, millfeed, seed, hay and straw. For weighing commodities other than the above, single wagon lots, one ton or less, 10 cents; two tons or less, 15 cents; six tons or less, 25 cents.

At all places where a weighing buro

weigher is located, all grain, grain products, millfeed, seed, hay and straw, shall be weighed when loaded out in carload lots, but there shall be no fee charged for this weighing out except as provided for in Rule 13, but if the said grain, grain products, millfeed, seed, hay and straw has not been weighed inbound, the fee for weighing the same outbound shall be \$1 per car, plus the cost of the weigher.

All controversies arising between members of the trade on matters relating to weighing, shall be submitted to the standing committee on public weighing for decision.

R. E. Roberts Dead.

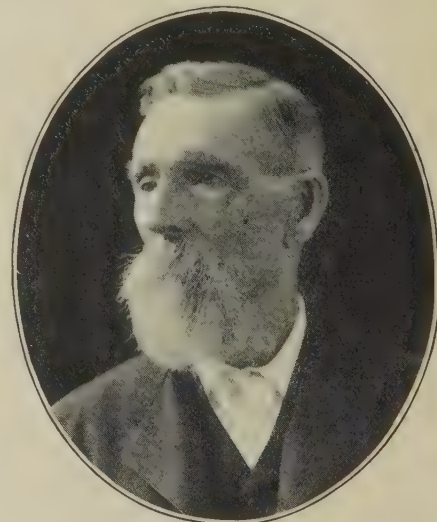
Robert E. Roberts, for many years a prominent grain dealer of Arlington, Neb., and well known to grain dealers of the state, died Dec. 25 in his 82nd year.

Mr. Roberts was born in Cheshire, England, in 1829, coming to Utica, N. Y., when only 9 years old. Later he moved to Chicago, then to St. Joseph, Mo., going to Omaha in 1855. Here Mr. Roberts engaged in freighting between Denver and Omaha, making many trips between the two points and taking out the first wagon-train after the Cottonwood massacre. In 1872 Mr. Roberts engaged in the grain business and built an elevator at Arlington, later adding a grist mill. Fire destroyed both mill and elevator in 1855, but both were immediately rebuilt, the elevator being still operated by the Urdike Grain Co. In 1899, Mr. Roberts sold out his grain business to Turner & Brenner, and made a trip to England, where he found his sisters and brothers, of whom he had lost all trace.

In 1904, Mr. Roberts re-engaged in the grain business, purchasing elevators at Kennard and Washington and also one which his son, Henry, had erected at Arlington. At one time he also operated elevators at Ceresco and Beaver Crossing.

Mr. Roberts is survived by a wife, four sons and five daughters. His loss will be severely felt by the grain trade, as he was respected by all for his integrity in all of his dealings. A portrait of Mr. Roberts is reproduced herewith.

The increase in Russia's wheat acreage is without parallel. In the last 15 years it has advanced from 42,000,000 to 71,000,000 acres and another increase in seeding of winter wheat is reported this year.



R. E. Roberts, Arlington, Neb.
Deceased.

Barley Market an Anomaly.

E. Gerstenberg, before the American Society of Brewing Technology at Chicago recently spoke interestingly on the vagaries of the barley market. He said:

You have all kinds of peculiar years; you have bad years that raw product barley prices stayed pretty closely around oat prices, and yet it is but a few years ago when they took barley at a price practically as high as now, we will say 80c. In the spring, about a year and a half ago, the oat men took barley at 80 cents, in the months of April and May, and yet we have had barley in some years before that which sold at 40 cents. This year, we now have malting barley around 80 cents and have practically no feeding barley in existence that the oat men could have if they wanted it; but they don't want it, because oats are much cheaper. So we have an anomaly. You can not tell anything about barleys, it is all supply and demand.

With the present experience before us and the years back of us, we have simply reached a point where the production of barley in this country has been overtaken by the demand for the manufacture that it is desired for. And that in turn may bring you back to the soil in certain states, the weather conditions and other things generally making it profitable for some sections to raise barley, and some not, and it is the price that is to govern.

I believe the time has come, and the chances are we will not again have barley prices down to oat values, but on the contrary, pay more attention to the fact that malting barley values should be higher than oat prices. Whenever this may occur, I think the demand will be for the best of barley, requiring better prices from and for the maltster, more encouragement to the farmer, and then probably a general attempt to raise the best that can be produced in this country. But we can only reach that time when we make it profitable for the farmer to raise it, and it becomes of sufficient importance to those consumers who may feel they can pay the required price.

The Successful Life.

"There is something better than a merely successful business. It is a successful life; not measured by stocks and bank accounts, but by the bigness of a man's soul, the breadth of his sympathies and the circle of his influence. If a man do his duty by his business, by his family, by his friends, and by his country he reaches a success than which none is greater. A man may make a success of his business but he, personally, may rot there. I plead for a more sane relation to business. I plead for an eight-hour law for the employer as well as the employe; I plead for the leisure from toil that will enable a man to seek those larger interests in which money has no part, but from which he returns to his task, revived, refreshed and quickened with a new sense of power.

"Humanity has struggled through the centuries to lay at our feet its wealth of art, science and literature; poets have sung their prophetic songs; the astronomer has unrolled the scroll of heaven and placed it as an open book before our wondering eyes; the philosophers have formed new concepts of God and of man's relation to him. Let us not neglect this great heritage. Let us not plead ignorance through lack of time, but by

the right use of that margin of leisure which is given us grow to the proper stature of men. Then the fullness of years and gray hairs may lay their burdens upon our bodies, but the spirit, ever buoyant and ever achieving, will go on gaining its victories to the end."

New Members of Grain Dealers National Ass'n.

Since the last annual meeting and up to the close of the year the following new members have been admitted to membership in the Grain Dealers National Ass'n:

Adrian, Mich. Cutler-Dickerson Co.
Albion, Mich. F. E. Nowlin.
Allegan, Mich. Fairfield & Kolvord.
Auburn, N. Y. Cady & Co.
Chicago, Ill. McKenna & Rodgers.
Delavan, Ill. Wayne Brothers Grain Co.
Detroit, Mich. Botsford & Barrett.
Caughey & Carran, H. M. Hobart, Lichtenberg & Son, F. J. Simmons & Co.
Fort Wayne, Ind. Nathan & Levy, Neizer & Co.
Goshen, Ind. Goshen Milling Co.
Grand Rapids, Mich. Valley City Milling Co., E. L. Wellman.
Horton, Mich. Eddy & Son.
Kansas City, Mo. Ernst-Davis Grain Co., Kemper Mill & Elevator Co., Roehen-Cary Grain Co., Shannon Grain Co., H. H. Steele & Co.
Lansing, Mich. Christian Breisch.
Louisiana, Mo. Shaw-Garner Co.
Mcberly, Mo. McAfee Mill & Commission Co.
Noblesville, Ind. Noblesville Milling Co.
Omaha, Nebr. Beal-Vincent Grain Co., Crowell Lumber & Grain Co., Maney Milling Co., Merriam & Millard Co., Nye Schneider Fowler Grain Co., M. C. Peters Mill Co., Roberts Grain Co., Taylor Grain Co., Union Grain & Elevator Co.
Saginaw, Mich. The Henry W. Carr Co., Saginaw Milling Co.
Saline, Mich. Cool Brothers Grain Co.
Salisbury, Mo. Leach Brothers.
Sioux City, Ia. Fields & Slaughter Co.
St. Louis, Mo. Harsh Brothers & Co., Orvis Grain & Sacking Co., Seele Brothers Grain Co., Sherry-Bacon Grain Co.

The National Corn Exposition will be held at Columbus, O., Jan. 30 to Feb. 11.

One of the solutions of the food problems of the future, according to L. H. Bailey, agricultural director at Cornell university, in an article in the January "Century," is the breeding of new forms of plant life. Men like Burbank have done marvels in this field, and Mr. Bailey describes the work of C. G. Patten, of Iowa.

A Nebraska Elevator.

It is gratifying to note the marked improvement in arrangement and construction of new elevators in all parts of the country, but in no state are any better elevators put up than have been in many parts of Nebraska during the last three years. Illustrated herewith is a plant recently completed for the Farmers Elevator Company at Dorchester, Neb., by G. H. Birchard.

The elevator proper is 30x40 feet, 60 feet high, with heavy stone foundation. The concrete engine room adjoining is 12x20 feet and equipped with a 12 h. p. Alamo gasoline engine. The concrete office across the driveway is very convenient, having a bay for scale beam and being divided into two rooms, so that business can be conducted in private if desired.

The walls of dump and basement are of concrete. The building is covered with iron siding and its driveway is on the level, so there is no kicking about the hard pull to the dump. On the main floor, and easily accessible, is a Richardson Automatic Scale and immediately above it a Barnard & Leas Cleaner. Above the cleaner are two bins, each holding 1,500 bus., so that at any time when the plant is not busy taking in grain, these bins are filled with clean grain ready to drop into a car when one is placed for loading.

Manager H. F. Wickenkamp makes a point of cleaning all grain before shipment. Fairbanks Wagon Scales are provided for weighing receipts and a Success Man Lift provides easy access to the cupola.

Exports of Glucose, Corn Oil and Cake.

During the first ten months of 1910 we exported 104,244,432 lbs. of glucose, 10,467,820 lbs. of corn oil and 50,362,808 lbs. of corn oil cake; compared with 76,153,828 lbs. of glucose, 10,597,821 lbs. of corn oil and 39,850,121 lbs. of corn oil cake exported during the corresponding months of the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.



New Elevator of Farmers Elevator Co. at Dorchester, Neb.

Grain Carriers

We have had trouble getting grain doors. Have had to furnish doors for the last five cars shipped.—Auburn Eltr. Co., Auburn, Mich.

The carriers have accepted the appointment by the Interstate Commerce Commission of A. G. Thomason as demurrage commissioner with offices at Boston.

An increase of 8,000 in the number of idle cars during the two weeks prior to Dec. 21 is reported by the American Ry. Ass'n. The surplus of box cars, however, is 7,831 less than a year ago.

The petition of the Omaha Grain Exchange against the Baltimore & Ohio and other eastern lines asking the establishment of thru rates on grain from Omaha to the seaboard, has been dismissed.

A number of orders by the Interstate Commerce Commission suspending the effective date of new tariffs in January will be further extended on account of the Commission's inability to consider the vast number.

The terminal allowances to industrial lines whereby the big railway systems have been paying rebates to the trusts were not abolished Jan. 1, as planned; and it likely a drastic order will be issued by the Interstate Commission.

The Pittsburg-Lake Erie ship canal project will be submitted to a popular vote of the citizens of Pittsburg. The cost is estimated at \$50,000,000. The Allegheny River will be used to McKeesport, Pa., thence to Ashtabula or Geneva.

Grain exchanges of Omaha, St. Joseph and Kansas City were represented at a meeting at Kansas City Jan. 6, to combat the rule of the railroads deducting from the weight of grain shipments the so-called natural shrinkage, when settling claims for loss in transit.

Arguments by the railroads in favor of the advance in grain rates were heard at Omaha Dec. 27 by Interstate Commerce Commissioner E. E. Clark, who requested the companies to file briefs by Jan. 15, final argument by grain shippers as well as carriers to be heard in February.

The car shortage commonly supposed to exist is more apparent than real. It is caution on the part of the railroads not to supply cars faster than they can be handled at terminals. This avoids the expense caused by delay in handling and grain spoiling.—W. M. Bell.

The average car load out of New York is 9,680 lbs. and the average car load of 1,000,000 cars in different sections of the country shows 10,600 lbs. Yet the carriers penalize grain shippers who put less than 80,000 lbs. of grain into a large car. Is this fair? Are grain shippers willing to stand for the injustice?

Rosenbaum Bros., of Chicago, Jan. 4, filed complaint with the Interstate Commerce Commission against excessive freight charges on wheat elevated at Sandusky, O., for trans-shipment to eastern destinations, complainant believing the B. & O. tariff entitles it to a thru rate. Reparation in the sum of \$5,661 is asked.

Operation of the Kansas Southern & Gulf which was heralded as the coming great carrier of wheat from the Dakotas and Canada to the Gulf, and of which only 18 miles was completed, has ceased.

The bondholders abandoned the road, and the state took charge. Its single locomotive has fallen to pieces and two streaks of rust are all that remain.

Prosecution of the steamship trust was begun Jan. 4 by Henry A. Wise, U. S. District Attorney at New York, by filing suit in the circuit court under the Sherman anti-trust act against 13 of the leading trans-Atlantic carriers. It is alleged the defendants on Feb. 5, 1908, at London, agreed by contract to divide traffic and drive out of business competitors not members of the ass'n.

The Milwaukee Chamber of Commerce on Jan. 4 filed complaint with the Interstate Commerce Commission against the Chicago, Milwaukee & St. Paul and other roads, alleging discrimination against Milwaukee in freight rates on grain from points in Iowa, Minnesota and South Dakota. As an example the rate from Fairmont, Minn., is quoted, 14½c to Duluth and 17c to Milwaukee, for about the same distance.

Mileage of railroad built in 1910 exceeded that constructed during 1909 by 838 miles, as reported by the *Railway Review*. Of the 4,978 miles of road built last year, Texas laid 789, Washington, 463; North Dakota, 301; California, 296; Minnesota, 276; and Idaho, 271 miles. The mileage laid in some of the leading grain states was small, as 15 in Kansas; 13 in Nebraska; 14 in Indiana; 22 in Missouri; 43 in Iowa and 89 in Illinois.

The number of new freight cars ordered built by American railroads during 1910 was 141,204; against 189,360 during 1909, as reported by the *Railway Age*. New locomotives numbered 3,787, against 3,350. Freight cars actually built in 1910 aggregated 180,845, against 93,570 in 1909, many orders given in 1909 not having been filled until 1910. The same is true of locomotive engines, 4,755 having actually been built in 1910, against 2,887 in 1909.

Frank Lyon, attorney for the Interstate Commerce Commission, has submitted a brief analyzing the evidence presented by the carriers to justify the proposed rate advance at the recent hearings. Tabulated statistics are presented showing that contrary to the claims of the railroads their bonds are more salable and quoted higher now than 10 years ago. He shows that the cost of materials, in general, is not as great as 10 years ago; and he shows that large amounts in earnings have been diverted to pay for improvements and betterments.

Initial carriers are liable for all damages to a shipment by all connecting lines, this provision of the Carmack amendment to the Interstate Commerce Act having been sustained by a decision of the United States Supreme Court, Jan. 3. The carriers had not expected to be held responsible for damage occurring not on their own lines, so that the decision is somewhat of a surprise to them, tho in line with the trend of legislation in late years. This intimation that carriers have definite responsibility to the shipping public is quite painful to the "public-be-damned" class of railway managers.

A specialty of practice in interstate commerce law before the Commission and the new Commerce Court will be undertaken by the new firm of Cassoday, Rutler, Lamb & Foster, of Chicago. Wm. E. Lamb of the new firm entered the service of the Interstate Commission 3 years ago as special examiner, and after promotion to attorney was made chief

examiner. His familiarity with transportation law enables him to give very prompt advice on any contemplated interstate commerce litigation, both on the merits of the question and the routine of procedure. The new firm will represent the interests of shippers only.

Since its last annual report the Interstate Commerce Commission has announced decisions in 692 proceedings and 125 cases have been disposed of. Thus 817 cases were removed from the commission's docket. Within the year 660 complaints were filed and 11 proceedings were instituted by the commission. In addition 25 proceedings involving suspension of tariffs were instituted. Since Dec. 1, 1909, 44 indictments for criminal violations of the act to regulate commerce have been returned. Forty-three prosecutions have been concluded since then and 31 pleas of guilty were received. The aggregate of penalties assessed was \$63,500. Two verdicts of acquittal were rendered. Of the 44 indictments returned within the year 25 were against carriers and 19 against shippers or passengers. Of the 43 prosecutions concluded, 21 were against carriers and 22 against shippers or passengers.

In their brief against the proposed advance in freight rates the attorneys of the Illinois Manufacturers Ass'n hold that all a carrier is entitled to earn is 6 per cent upon the amount actually invested in good faith, provided the property has been efficiently managed and the rates which will yield such a return will not unduly burden the public. Other points made in the brief are: If a blanket schedule of rates should be made it should be based on the actual cost in good faith of the average road in that territory. A carrier is not entitled to capitalize that part of its assets given to it by the public. A carrier is not entitled to capitalize the value of the road as a going concern. The carrier is not entitled to earn as much on money put back into its property from earnings as on other capital. It is not efficient management if a carrier whose stock is selling in the market for more than \$200 a share issues its stock to stockholders for \$100 a share or for any other sum less than the real market value.

Milling in bond is being investigated at Minneapolis and other points by J. E. Pope, chief examiner for the tariff board.

An immense business has been done by the Corn Products Refining Co. this year, but the margin of profit has been small, due in a great measure to the increased competition.

The poor innocent millers whose knees are calloused praying for one good car of elevator wheat, are simply "wondered." How can the grain dealer do it—pay 96c for No. 2 red wheat and offer it for sale freely on the same day for 95c, "when all Europe acts bullish?"—*Modern Miller*.

Members of the National Hay Ass'n in the principal southern and western markets will receive an official visit soon from Pres. B. A. Dean and Sec'y J. Vining Taylor, who will promote the work of the Ass'n in that territory, as recommended by the board of directors.

The directors of the Corn Products Refining Co. have appointed a committee to report at the next annual meeting in March on the advisability of reducing the capital stock, as it seems likely it will be a long time before the company will be able to pay the full 7 per cent dividend on the preferred stock, of which nearly \$30,000,000 is outstanding.

Supply Trade

Max H. Hurd, Sec'y Union Iron Works, Decatur, Ill., was a Chicago visitor during the past week.

R. H. Folwell, engineer of the grain elctr. department of Jas. Stewart & Co., will leave shortly upon a trip to Europe.

Your follow-up should come along so naturally and pleasantly that the fellow followed won't feel that you are chasing him.

Philip Medart, founder and president of the Medart Patent Pulley Co., shot himself in St. Louis recently, dying almost instantly. Mr. Medart was 72 years old.

C. McNulty, formerly with Fairbanks, Morse & Co., is now representing the Richardson Scale Co. in southern Kansas and northern Oklahoma, with headquarters at Wichita.

J. C. Murphy, President of the K. C. Mfg. & Supply Co., Kansas City, Mo., has been seriously ill, but there is every promise now of his full recovery and early resumption of the management of the business.

The Lill-Robinson Coal Co., Chicago, Ill., publishes a monthly circular to the trade. It contains the latest coal news and quotations and will be gladly sent to any readers of the Journal who may be interested in it.

W. W. Stephens, president of the Stephens-Adamson Mfg. Co., has returned from Europe. He has been studying the shops and methods of the larger manufacturing establishments of England, France and Germany.

Advertising is simply creating buying habits. That is why it is certain to be a paying investment if done right and continued long enough to do its work thoroughly. Everybody knows how hard a habit grips.—Mahin Messenger.

W. H. Salisbury & Co., of Chicago, have recently supplied the Merchants Elevator Co., Minneapolis, Minn., with a large order of solid woven rubber belting of the various sizes to be used in the rebuilding of its elevator destroyed by fire.

F. H. Morley, until recently representative of the Avery Scale Co. in Ohio and Indiana, with headquarters in Indianapolis, has accepted a position with the Invincible Grain Cleaner Co. and will make his headquarters at 512 Traders Bldg., Chicago.

The Third Annual Meeting of the National Gas and Gasoline Engine Trades Association at Racine, Wis., recently was a most successful one. Following the election of officers the convention was entertained by prominent business houses, among them being the Gilson Mfg. Co., Port Washington, Wis. Detroit was selected for the June meeting.

The Gilson Mfg. Co., Port Washington, Wis., will mail to our readers requesting it, its latest catalog on gasoline, gas and alcohol engines. This concern makes six different styles of engines, the smallest and every conceivable kind used on the farm to the large stationary ones used in elevators. It makes engines adapted for every purpose. A factory is also maintained at Guelph, Ont., for the Canadian trade.

Calendars Received.

Among the late calendars received are the following:

A desk calendar from J. F. Zahm & Co., Toledo, O.

A large wall calendar from The Harry W. Kress Co., Piqua, O.

A handsome desk calendar from the S. Howes Co., Silver Creek, N. Y.

A wall calendar bearing water color from The Bewsher Co., Omaha, Neb.

A practical useful wall calendar from the Hay Trade Journal, Canajoharie, N. Y.

A large wall calendar from the Lake of the Woods Milling Co., Keewatin, Can., advertising their "Five Roses" Flour.

An artistic wall calendar from Geo. S. Schaeffer, Dayton, O., displaying a pleasing water color entitled "Song of the Wind."

A wall calendar from E. R. & D. C. Kolp, Ft. Worth, Tex., decorated with a reproduction of Karl Kahler's painting, "A Proud Mother."

A monthly calendar from Moore-Lawless Grain Co., Kansas City, bears pictorial evidence that some grain men do "stoop to conquer."

An artistic wall calendar bearing a reproduction of a water color entitled "Harvest Time" comes from Reinhart Grain Co., McKinney, Tex.

An engraved wall calendar from Miner-Hillard Mfg. Co., Wilkes-Barre, Pa., showing photographs of the founders of the company 1795 to 1903.

A wall calendar, decorated with a splendid reproduction of a famous oil painting entitled "The Hold Up," from the Beebe Grain Co., Butte, Mont.

The International Harvester Co.'s assortment of wall calendars for 1911 is very attractive. Each one bears a splendid reproduction of a beautiful painting.

A beautiful panel calendar comes from Owen & Jennings of Lynchburg. The picture of the beauty which adorns it will make any housewife so jealous as to deny it wall space in the home.

A panel wall calendar decorated with a reproduction of one of Moran's famous paintings of the Cascade Falls is accompanied by the Season's Greetings and an excellent business announcement from D. R. Risser, Vaughnsville, O. Mr. Risser believes in and no doubt profits by his comprehensive announcements to possible patrons.

The High Cost of Living.

BY BERT BALL.

"Tain't me," says the farmer,
"Who's getting the stuff."
"Tain't me," says the packer;
"I just get enough
To pay a small profit,
As fair as can be."
And all of them chorus
Together, "tain't me."

"Tain't me," says the scooper,
"Who's bracing the game."
"Tain't me,—grain commission
Is always the same."
"Tain't me," says the shipper,
"Who gets the high price."
"Tain't me," says the broker,
"I get a thin slice."

It's surely a puzzle
To know where it goes;
No maker or seller
Or any of those
Partake of high prices,
So they all agree;
And I'm a consumer,
I'm certain "tain't me."

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Buy a

SONANDER

Automatic Scale

and you won't have to guess

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO

SALT

NEW BARRELS
NEW SALT
PROMPT SHIPMENTS

WRITE US FOR PRICES

THE COLONIAL SALT CO.
AKRON, O.

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Kennedy Car Liners

ARE THE

**modern,
cheap,
sure way
of preventing
leakages in
transit.**

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FRED W. KENNEDY

Shelbyville, Ind.



The
National City Bank
of Chicago

CHICAGO

Capital \$1,500,000; Surplus and
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**We allow 2% interest on
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DIRECTORS: ALFRED L. BAKER, of Alfred L.
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F. F. PEABODY, Pres. Cluett, Peabody & Co.;
H. A. STILLWELL, Vice Pres. Butler Bros.,
Chicago; JOHN E. WILDER, Vice Pres. Wilder &
Co.; H. E. OTTE, Vice Pres.

Supreme Court Decisions

Sale of Crops before Maturity.—Tho one, after injury to his growing crops, sell them before their maturity, he may maintain an action for such injury, not having sold his cause of action therefor.—Missouri, K. & T. Ry. Co. of Texas v. Gilbert. Court of Civil Appeals of Texas. 131 S. W. 1145.

Spur Tracks.—Where plaintiffs contracted with a railroad company for a spur track, to be removed at any time on 60 days' notice, they could not complain, where the railroad availed itself of the right to remove the track.—Southern Ry. Co. v. Byrum & King. Supreme Court of Georgia. 69 S. E. 550.

Evidence of Delivery to Warehouse.—Where rice collected as rent was hauled away on defendant's wagons, placed in its warehouse, and marked by defendant's employes with its initials, a witness knowing such facts could testify that the rice was delivered to defendant.—Kincheloe Irrigating Co. v. Hahn Bros. & Co. Court of Civil Appeals of Texas. 132 S. W. 78.

Thresher's Lien.—A thresher, retaining in his possession part of the grain threshed as security for the payment of his charges, may have a lien upon the grain so retained without proceeding in accordance with sections 3546, 3547, Rev. Laws 1905. Such lien is not lost by depositing the grain in an elevator.—Gordon v. Freeman. Supreme Court of Minnesota. 128 N. W. 831.

Penalty for Delay in Loading.—Under Rev. St. 1895, art. 4500, providing that, should an applicant for cars fail to load them within 48 hours after they are furnished him by the railroad company, he shall forfeit to it \$25 for each car not used, only one penalty may be collected for each car not loaded within 48 hours after it is placed for loading.—Gulf, C. & S. F. Ry. Co. v. Louis Werner Stave Co. Court of Civil Appeals of Texas. 131 S. W. 658.

Landlord and Tenant.—Where the tenant is bound under his lease to pick the cotton crop, have it ginned and sold, and deposit in a bank a certain per cent of the proceeds as rent, and he retains the entire money, he is not guilty of larceny as a bailee, because the landlord has neither delivered to him this specific property, nor has he such an ownership that the tenant by converting the money is guilty of larceny.—Northcutt v. State. Court of Criminal Appeals of Texas. 131 S. W. 1128.

Demurrage—Sundays.—Where a statute requires an act to be performed within a certain number of days or hours, and does not expressly exclude Sunday in computing such time, the court cannot construe it so as to exclude Sunday, so that Rev. St. 1895, art. 4500, imposing a penalty on shippers for failure to load within 48 hours after the delivery of cars, should under such rule be construed to include Sunday within the time provided.—Gulf C. & S. F. Ry. Co. v. Louis Werner Stave Co. Court of Civil Appeals of Texas. 131 S. W. 658.

Fraud in Weights.—Under Code 1904, § 4107, authorizing the court to amend the form of the warrant, etc., where the warrant charged accused with the larceny of oats, but it and the evidence showed that accused, who was employed by one contracting to deliver oats to the city, substituted a number of stones for oats, and had the same weighed as oats by the scale master, the court properly ordered the warrant amended, so as to charge an attempt to obtain money under false pretenses.—James Robinson v. Commonwealth. Supreme Court of Appeals of Virginia. 69 S. E. 518.

Hepburn Act Supersedes Common Law.—Since the enactment of Act June 29, 1906, c. 3591, § 7, 34 Stat. 595 (U. S. Comp. St. Supp. 1909, p. 1166), relating to the liability of a common carrier to a shipper on a B/L,

and to its rights of indemnity against a connecting carrier on whose line the damage from which the shipper's cause of action arose occurred, the common-law presumption that the damage occurred on the line of the final carrier can have no application to cases arising under the act, because that act expressly declares that the initial carrier in interstate shipments is liable without regard to the line on which the actual damage occurred.—Carlton Produce Co. v. Velasco, B. & N. Ry. Co. Court of Civil Appeals of Texas. 131 S. W. 1187.

Recovery of Penalty for Failure to Deliver Freight.—The delivering carrier cannot be assessed the penalty of \$50 provided for by Act No. 29 of 1908, for failure to settle a claim arising out of loss of freight when it is shown that the freight had never been delivered to it. The fact that the price of the goods lost was subsequently tendered by the delivering carrier with the purpose of afterwards collecting from the connecting carrier does not bind it for the payment of the penalty provided by Act No. 29 of 1908.—Stothard v. Louisiana Ry. & Nav. Co. Supreme Court of Louisiana. 53 South. 658.

Connecting Carriers.—The common-law presumption that the damage to goods in transportation occurred on the line of the final carrier can have no place in construing the liability over of the carrier on whose line the damage actually occurred to the initial carrier, because the right of the initial carrier to recover against a connecting carrier, under Act. Cong. June 29, 1906, c. 3591, § 7, 34 Stat. 595 (U. S. Comp. St. Supp. 1909, p. 1166), giving a common carrier issuing a receipt or B/L to a shipper a right of recovery against the connecting carrier on whose line occurred the actual damage, for which the first carrier became liable to the shipper, since such right is made to rest alone on proof that the damage occurred on such connecting line.—Carlton Produce Co. v. Velasco, B. & N. Ry. Co. Court of Civil Appeals of Texas. 131 S. W. 1187.

Shipper's Indemnification of Connecting Lines.—By Act Cong. June 29, 1906, c. 3591, § 7, 34 Stat. 595 (U. S. Comp. St. Supp. 1909, p. 1166), it is provided that a common carrier who has been held liable in damages at the suit of a shipper to whom it has issued a receipt may recover from a common carrier on whose connecting line the actual loss or damage occurred the amount that it may have been required to pay the shipper under the provisions of the same section. A shipper brought action against the defendant who had issued the receipt and two other carriers, and, upon the payment of money to the shipper by the other carriers, the suit was discontinued as to them, and they were given an indemnity by the shipper against all liability. Held that, if the damage was caused by the indemnified companies, they could, under their indemnity, recover over against the shipper, so that the effect would be to raise any estoppel against the shipper's recovery from them or from the initial carrier, but that no such estoppel would arise unless the damage was caused by the act of one of the indemnified companies.—Carlton Produce Co. v. Velasco, B. & N. Ry. Co. Court of Civil Appeals of Texas. 131 S. W. 1187.

The Russian press credits John Hays Hammond with planning an invasion of Russia by American millionaires thru the construction of grain depositories, eltrs. and cereal factories. He is now in Russia investigating the prospects for co-operation of Russian and American capital for that purpose.

The last crop of broomcorn is the largest we have ever grown while the preceding crop was the smallest in recent years. Oklahoma leads with a yield of 94,500,000 lbs. on 270,000 acres. Kansas comes next with 25,420,000 lbs. on 62,000 acres and Illinois third with 12,880,000 lbs. on 23,000 acres. The total yield in the United States is estimated at 134,615,000 lbs. or 67,000 tons.

Application of Shipment Originating Elsewhere Than at Shipper's Place of Operation.

Appeal from the award of the arbitration committee of the Nashville Grain Exchange. Jno. A. Tyner & Co., Nashville, Tenn.; for J. C. Robb & Co., Wichita, Kan., plaintiff vs. Gillette-Hardison Grain Co., Nashville, Tenn., defendant. Before the arbitration committee of the Grain Dealers National Ass'n.

Your committee after carefully examining all papers presented in above case, finds: That J. C. Robb & Co., thru their agents, Jno. A. Tyner & Co., sold to Gillette-Hardison Grain Co., 10,000 bushels No. 3 red oats, 46½c basis, Memphis, Nashville weights and grade to govern, shipment July or August, sellers' option.

We find nothing in this contract stating that the oats were to be shipped from any specific market, nor do we find anything limiting the seller to make purchase of these oats in any market he might choose.

We therefore think, that when J. C. Robb & Co., thru Bell-Duff Commission Co. tendered these oats to Gillette-Hardison Grain Co. upon Nashville official weights and grade at 46½c basis Memphis, they filled their contract.

We therefore decide that Gillette-Hardison Grain Co. is due J. C. Robb & Co. the difference between the market value of said oats on date tendered and the contract price.

ALEX. C. HARSCH, Chairman.
J. A. WILLIAMS, D.
DUNCAN McKAY.

After carefully considering the final papers in this case we can see no reason for changing our original decision. This contract is very clear—it states that these oats were sold at 46½c basis Memphis, Nashville official weights and grades, shipment during July or August.

This contract does not state delivered Memphis, but basis Memphis. This clause is nothing more or less than part of the price.

We will agree with the defendants in that Western country run red oats were more desirable than elevator stock. These oats, however, were bought from a graded market, and we think that according to the contract the defendants had no reason to expect country run oats, as there is nothing whatever in the contract or correspondence stating such.

Inasmuch as there is nothing in the contract or correspondence stating that the oats were to be shipped from Wichita or surrounding territory; and further, as they were sold for shipment July or August, sellers' option; and further, that under date of July 7, the same date that purchase was made, the defendant wrote the complainants requesting that they hold off shipment until the latter part of August; and further, the complainants did not tender these oats until the latter part of August. We think the oats should have been accepted, provided of course proper papers accompanied the tender.

Referring to Rule 14, Page 22, we understand this rule was made to cover trades between members of our Exchange.

We therefore decide the defendants are due the complainants the difference in the market on the date the oats were tendered, and the purchase price. The market price of said oats on said date to be proven by the complainants.

Very respectfully,
ALEX. C. HARSCH.
DUNCAN McKAY.
J. A. WILLIAMS, D.

The majority of your Committee on Arbitrators, favored and rendered judgments in favor of complainants for an unknown amount, the writer dissenting from their opinion on the ground:

First—The claimants violated their contract in their failure to make shipment of the oats from Wichita, Kansas, or the place of shipper's operation, through Memphis to Nashville, Tennessee, during the life of the contract.

Second—If the complainants acted within their rights when they purchased here and tendered for delivery to the defendants, the oats in question, they failed to sell the oats for the purpose of establishing their loss, if they had one.

Our market rules governing trades in grain for future delivery provide that when a buyer defaults, the seller must sell the grain for the account of the purchaser in a prescribed time, manner and place, and his claim against the buyer shall be the difference between the sale price and the contract price. Further, it is a well defined, well fixed and established principle

of law that it was the duty of the claimants in this case to sell these oats for the account of the defendant, and thereby establish the amount of loss, if any.

J. A. WILLIAMS.

Award Confirmed by National Committee.

The award of Dec. 16th, supplemented by one of May 21st, 1910, signed by the full committee recite the facts in the case as shown by the evidence. The opinion signed by one of the members (who had also signed the committee's award) of the arbitration committee in which he dissents from the verdict of the majority does not seem to be based on the entire evidence submitted.

It is clearly shown that the plaintiff sold to defendant "10,000 bus. No. 3 red oats at 46½¢ per bushel, basis Memphis, for shipment during July and August, Nashville inspection and Nashville weights." It is quite reasonable to believe that defendant expected oats would be shipped from Kansas territory, but there is nothing whatever in the contract to this effect. The oats might, under the contract, have been shipped from Kansas, Memphis, or from any other point; the only condition to be considered was the price, 46½¢ basis Memphis, and the weights and grading at Nashville.

Evidence submitted shows some points not referred to in the award—i. e., on Aug. 9th, defendant wrote plaintiff (J. C. Robb & Co., Wichita, Kansas): "As we never had an understanding on the red oats we cancel our supposed purchase from you of 10 M bus. and have bought elsewhere. We are sorry that we were all balled up on these trades, but we really do not feel that we have been to blame."

To this plaintiff replied under date of Aug. 11th—"We were very much surprised to receive your favor of Aug. 9th, in which you say that you will cancel your supposed purchase from us of 10,000 bus. 3 or better red oats. We don't understand your attitude in this matter. This deal was made without a hitch and we fail to see how there can possibly be any misunderstanding in the matter. (Writer here quotes telegrams passing at time contract was made.) We also refer to your letter of July 7 in which you confirm the exchange of telegrams as above quoted, and asked us to delay shipment on these oats as long as we could in August. We have also done this, and we will certainly expect you to accept the oats as per contract when we ship, which will be within the next few days."

The defendant on Aug. 13 acknowledged receipt of the communication above quoted and said: "We have your favor of the 11th and contents of same carefully noted. We have all your telegrams relative to the red oats, also all your letters and we do not intend to take the oats. There is the same hitch in this oats trade that there was in the corn trade. Our confirmations of both purchases were identical, and you refused to ship the corn, and disregarded our confirmation, and we have a perfect right to refuse these oats. We have simply cancelled the trade on our books."

No evidence or correspondence is submitted by defendant or by the plaintiff that would warrant an arbitrary cancellation of the contract by the defendant.

It is quite natural that the plaintiff, with two such positive notices of cancellation by the defendant, did not care to, and did not, ship oats to fill the contract. It would be unreasonable to presume that he would make any shipments under such conditions.

He (the plaintiff) had rights, however, that the defendant could not by notice of arbitrary cancellation take from him. He had the right to complete the contract at any time within its limits.

He had been warned that if he shipped the grain it would not be accepted. He did what seems under the circumstances, to have been all he could do to make a legal tender of the grain to cover contract, and within the contract time.

Whether or not grain in an elevator at Nashville is a good tender on contracts with outside parties for shipment to Nashville might be open to question. The Nashville Grain Exchange arbitrators decide that such a tender was in this case sufficient. The contention in the interest of defendant that in order to establish a loss, that the grain should actually have been sold according to the rules of The Nashville Grain Exchange might apply in a dispute between members, but would not necessarily govern the conduct of a non-member. The action of plaintiff in buying 10,000 bus. No. 3 red oats at 47½¢ at Nashville for the purpose of filling his sale at 46½¢ basis Memphis is the best evidence as to plaintiff's loss by refusal of defendant to either allow the oats to be shipped from the country or to accept them when ten-

dered at Nashville. The equities in the case are above rule or technicality, and the award of the committee of the Nashville Grain Exchange is regarded by this committee as fair, and should stand as final, and judgment is hereby rendered in favor of plaintiff for the amount of \$252. Costs of appeal to be paid by defendant.

CHAS. C. MILES, Chairman,
E. M. WASMUTH,
E. A. GRUBBS,

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1910-1911.

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We appreciate the Grain Dealers Journal very much and consider it a great benefit to all of the trade who peruse its pages.—George L. Arnold of H. C. Arnold & Son.

Morris E. Olgers, of Dinwiddie County, Va., raised 168 bus. of corn to the acre and was awarded the first prize, a trip to Washington, at the Petersburg, Va., agricultural fair. Olgers is only 16 yrs. old.

The Ellis Drier Co.

Does Your Kiln Dried Corn

smell cooked, is there a large amount of broken kernels, has it lost its natural lustre, and is it lifeless to the touch? If any of these characteristics are in evidence in the kiln dried corn you turn out then you have either failed to manipulate the drier properly or you are trying to dry with an unsatisfactory machine. Corn dried with an Ellis Drier does retain its color, its life, and natural sweetness, and so perfectly and easily is the process accomplished that the percentage of breakage is too small to be counted.

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Patents Granted

Seed Tester. No. 979,175. (See cut.) Herbert Lincoln Lapham, Caledonia, Minn. A seed tester, comprising a tray, containing a moisture retaining layer, a cover upon the tray and having openings thru it, each having a mark of identification, and fabric pieces located in the openings and forced partly thru the same to the layer forming cup-like seed holders.

Conveyor Belt. No. 979,200. (See cut.) Chas. S. Prosser, New York, N. Y., assignor to the Peerless Rubber Mfg. Co., New York. A conveyor belt, having on its carrying face ribs separated by grooves or depressions that decrease gradually in depth from the middle portion of the belt toward its edges, the ribs extending at an angle to the transverse width of the belt.

Car Seal. No. 979,452. (See cut.) Geo. B. Edgar, Sr., Iola, Kan., assignor of one-third to Luther C. Beatty, Iola. A metal strip comprising a body section and oppositely bent terminal sections both disposed in overlapping relation to the body section and to each other and both extending across the member to be sealed, the strip being transversely weakened at the bend between the outermost terminal section and body section to insure breaking of the terminal section by bending it back to initial position in opening of the seal.

Dust Collector. No. 979,987. (See cut.) Orville M. Morse, Jackson, Mich.; Sarah G. Morse, special administratrix of Orville M. Morse, deceased. In a centrifugal dust collector, a structure inclosing an area wherein the air tends to whirl provided with a tangential inlet, an air outlet and a dust outlet, and a number of vertical deflectors, curved in plan, including between their lateral faces an elongated expansion space, arcuate in plan, gradually increasing in width in the direction of air movement and located in eccentric relation to the casing axis.

Alfalfa Grinding Machine. No. 979,063. (See cut.) Harry C. Edwards, Kansas City, Mo. A cylindrical casing having a feed opening and an exit opening in its periphery, a perforated casing within the first-named casing provided with a slot opposite the feed opening, the perforated casing being of gradually increasing radius from one side of the slot to the other, a plate extending from the side of the slot where the perforated casing is of least diameter to the corresponding side of the feed openings of the first-named casing, a bar extending from the other side of the slot to the other side of the feed opening and provided at its inner edge with a notch, a shredder bar fitting in the notch and a rotatable toothed cylinder arranged within the perforated casing and concentrically with respect to the first-named casing.

Grain Elevator. No. 980,699. (See cut.) Calvin C. Strange and John M. Hoben, Galesburg, Ill. A frame with a tread-mill pivotally mounted upon it, means for elevating the tread-mill including tables and a winding shaft, a ratchet wheel loosely mounted on the shaft, an operating lever provided with a pawl engaging the ratchet wheel, a fixed friction brake member, a combined clutch and movable friction brake member feathered upon the winding shaft, means for adjusting the same to alternately throw the brake mechanism and ratchet wheel into and out of operative position, a conveyor and gearing for driving the same from the tread-mill.

Garlic Separator. No. 979,186. (See cut.) John William McGehee, Martin, Tenn., assignor of 2/3 to Jennie L. McGehee, Jackson, Tenn. A machine comprising a container having a smooth interior surface and provided with an inlet and an outlet, the container being closed between the inlet and outlet, means for moving mixed grain and garlic from the inlet toward the outlet, and a normally closed yielding gate co-operating with the outlet to sufficiently retard the flow of grain thru the container to cause the garlic to be torn by the contact of the grain during the passage of the grain and garlic from the inlet to the outlet of the container.

Transmission Belt. No. 979,151. (See cut.) Alphons H. Gits, Chicago, Ill. In a chain having a successive primary and secondary links, the combination of a secondary link, a pair of bars of a primary link adjacent thereto, there being holes registering with each other thru each of the parts, a pin thru the bars and link rigidly secured to the end of the link, and a second detachable pin passing thru the holes in the bars and link, there being means formed by the last mentioned pin and the bars of the primary link locking the pin in position and curved faces upon the pins contacting with each other to provide rolling contact as the secondary link is rocked with reference to the primary link.

Grain Car Door. No. 979,076. (See cut.) Julius Krohn, Menominee, Wis., assignor of one-half to Carl G. Tilleson, Menominee. A guide member for the trunnion of a grain car door for application to one of the door posts, comprising a channeled portion to receive one of the door-posts and providing webs or walls to bear against opposite sides of and also against the inner side of the post, a tubular portion disposed at the inner corner of the guide member at the angle between 2 of the walls thereof, the tubular portion reinforcing the channeled portion, being provided at its upper end with a goose-neck and being further provided with a guide slot extending from near the lower end thereof to the upper end of the goose-neck, that portion of the slot in the goose-neck conforming to the curvature thereof and a securing plate formed with channeled portion and tubular member, the securing plate having its central portion united to the upper end of the goose-neck and extending beyond the opposite sides thereof and for application to the car beam at the upper end of the post.

Automatic Scale. No. 980,114. (See cut.) Russell J. McKeown and Wm. A. Kirkpatrick, Abbyville, Kan. The combination of a counterbalanced receptacle having 2 distinct compartments, and having an inlet and an outlet, each of the compartments having an inlet communicating with the inlet of the receptacle and having an outlet communicating with the outlet of the receptacle, a pivoted diaphragm, and means carried by the diaphragm to shift the stream of material entering the inlet of the receptacle from one compartment to the other and simultaneously open the outlet of one compartment and close the outlet of the other compartment, and means actuated by the descent of the receptacle for shifting the diaphragm.

Annual Statement of Mill Owners Mutual.

The 36th annual statement of the Mill Owners Mutual Fire Insurance Co., of Iowa, issued by Sec'y J. T. Sharp, shows the insurance in force to be the largest in amount in the history of this prosperous company, the total being \$11,352,645.

The losses and expenses of the company for 36 years have averaged less than 50% of one annual premium, which is equivalent to an annual dividend of over 50%, earned by careful management, judicious selection of risks and frequent inspection of elevators and mills covered.

Receipts of the company during the past year included \$226,926 from premiums and assessments, \$17,570 from interest, and \$79,675 from mortgage loans. Disbursements included \$176,027 losses, \$51,622 premiums, returned, \$2,422 commissions, \$31,547 expenses and \$64,200 for mortgage loans purchased. The cash in bank, \$46,048, compares with \$47,698 a year ago. Other assets are premiums and assessments in course of collection, \$6,445; interest accrued, \$8,627, and first mortgage loans, \$285,497. At the beginning of the new year the company started with total assets of \$346,618, and losses of \$12,000 in course of adjustment.

Annual Statement Western Millers Mutual.

The 28th annual statement of the Western Millers Mutual Fire Insurance Co., of Kansas City, Mo., issued Jan. 1 by Chas. H. Ridgway, sec'y, shows the company to have no losses due and payable, all losses during the year, aggregating \$68,124, having been adjusted and paid. Other disbursements for the year were \$17,851 expenses, \$11,166 premiums and assessments returned, \$4,804 interest returned on renewals. The receipts included \$121,880 from premiums and assessments, and \$9,181 interest.

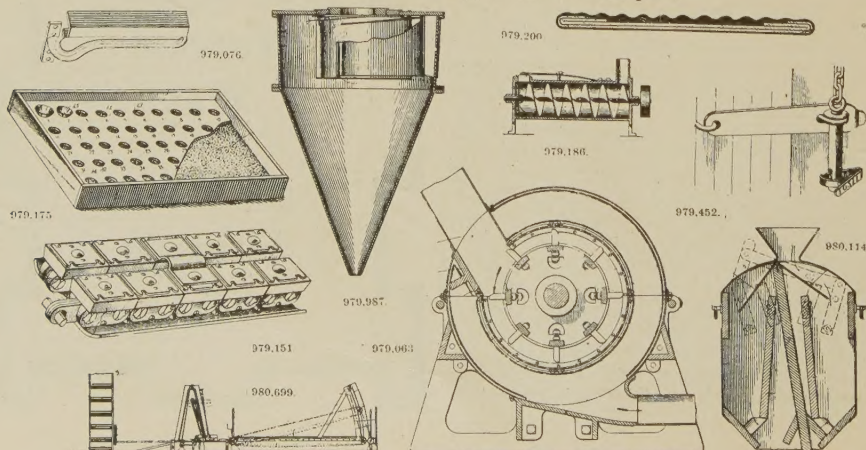
The assets of this company include \$62,090 of school and municipal bonds, \$118,720 of first mortgage loans; \$10,000 in certificates of deposit and \$15,045 cash in bank; besides which are \$9,782 of premiums in course of collection and \$1,013,265 of deposit notes subject to assessment. Thus against gross assets of \$1,228,813, there is only the liability to the policyholders for the surplus of \$1,224,813, besides the one loss of \$4,000 not due. The company now has \$6,258,950 of insurance in force and has paid since its organization in 1883 \$776,198 in losses.

The plan of this company is to charge each policyholder only the actual pro rata share of losses and expenses for the time policy is in force.

We could not get along without the Grain Dealers Journal.—J. F. Blue, mgr. Farmers Co-op. Co., Van Horn, Ia.

American owners of the Jantha plantation in the state of Oaxaca, Mexico, have ordered the largest corn sheller ever brot to Mexico to be installed in its 3,000-acre corn field.

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in the
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NOTICE.

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The stub is signed by the farmer certifying that he has sold . . . bushels of . . . at . . . per bu., to be delivered on or before . . . It also certifies that he has received . . . dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

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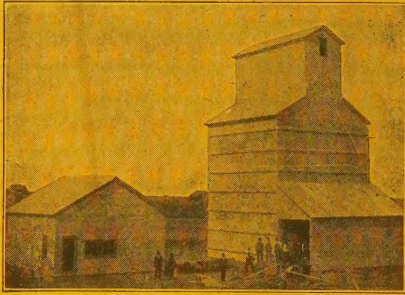
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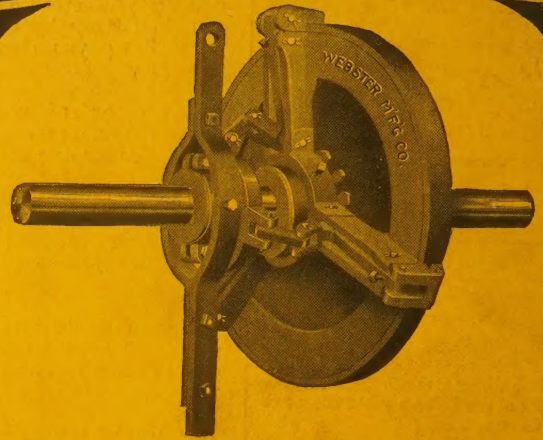
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"ELEVATORS FOR SALE"
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